

The Hongkong Telegraph

(ESTABLISHED 1881.)

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April 30, 1914. Temperature 6 a.m. 73, 2 p.m. 73. Humidity 90 88

April 30, 1913. Temperature 6 a.m. 73 p.m. 80. Humidity 92 78

WEATHER FORECAST
OVERCAST
Barometer 29.90

2784

晚六初月四年寅甲

THURSDAY, APRIL 30, 1914.

四拜禮 號拾三月四英曆

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

THE ULSTER CRISIS.

DRAMATIC DEBATE.

[Reuter's Service To The "Telegraph"]

London, Received April 29.
The debate on the Ulster question in House Commons was of a most dramatic nature beginning with passionate temper and ending in a renewal of the talk of a settlement.

Sir Edward Carson should have followed Mr. Churchill but he did not speak, retiring to consult his colleagues.

The debate was subsequently adjourned.

Another Offer Likely.

Though the extreme radicals are alarmed at Mr. Churchill's suggestion, which they regard as equivalent to responding to "a grave and unprecedented outrage" with an offer of a new concession, there is a disposition to wait the amplification of an offer which Mr. Asquith is expected to furnish.

Nationalists Complacent.

The Nationalists, to whose persuasions the Government's non-adoption of retaliatory measures in the matter of the gun-running is attributed, regard the position with complacency.

Serious Rumour.

Telegrams from Belfast say it is rumoured that certain troops ordered to proceed to the North of Ireland this week-end asked the conditions of service. They were prepared to mobilize, but refused to wage war against Ulster or shoot those under the flag. Consequently the orders were cancelled.

Friendly Reception.

The papers strike a much more peaceful note to-day with the denials of stories of Nationalist gun-running and of the troops in Ireland demanding conditions of service, and generally there is a friendly reception of Mr. Churchill's offer.

Further Negotiations.

Captain Craig, Unionist M.P. for the East division of County Down, interviewed on the subject of Mr. Churchill's speech, expressed the opinion that it was the most important advance in the interests of peace which yet been made, and he confidently expects further negotiations between the leaders.

Mr. Redmond is quoted in the *Daily Mail* as having said: "If Sir Edward Carson does what Mr. Churchill suggests I will try to effect an honourable settlement."

Another Conference.

There was a further conference of Ministers late yesterday, held, it is understood, on receipts of reports from the military authorities at Dublin and Belfast.

The Fanny's Cargo.

Reuter's correspondent at Berlin reports that the *National Zeitung* states that the Fanny's consignment to Ulster was 30,000 American small calibre rifles and 3,000,000 cartridges.

Squadron Arrives.

Another meeting of the Cabinet was held to-day.

The meeting of the Cabinet was prolonged, after which General Maoready conferred with Mr. Asquith at Downing Street.

The Third Battle Squadron has arrived at Belfast Lough.

A later message states that there was intense excitement in Belfast on the sighting of the Battle Squadron, which, however, turned out to be a cruiser and ten destroyers. The Ulsteries saluted and signalled a welcome and the cruiser replied "Thank you."

Despite denials by the coast-guard, the Nationalists maintain that arms have been landed in a cove at Lough Willy.

TELEGRAMS.

THE ULSTER CRISIS.

DEBATE RESUMED.

[Reuter's Service To The "Telegraph"]

London, Received April 29.
In the House of Commons, the debate on the motion of censure was resumed.

Mr. Balfour insisted that the Government had made no reply to the Opposition's charges, and asked why the Government did not co-operate openly. They began with the movements of a few Companies in order to produce civil disturbances. Mr. Churchill had talked of police and criminals, but there was one character disgusting to the police and even despised by the meanest criminal, namely the agent provocateur. He concluded that unless Ulster were excluded now, she would never join with the rest of Ireland in the future.

Sir Edward Carson emphasised that he only wanted terms conserving Ulster's dignity and her civil and religious freedom. Much as he detested the Bill, if it passed it would be his earnest hope and prayer that the Government of South Ireland would prove so successful that Ulster might ultimately join a united Ireland.

Mr. Bonar Law said it was now the clear duty of the Premier to recognise that the calamity with which he is faced is so awful that some way to peace at any cost must be found. He added that if Mr. Asquith seeks peace the Opposition will do anything in its power to make a peaceful solution possible.

Mr. Asquith emphasised that Mr. Churchill's offer was made on his own account and was not the Government's. The circumstances were most exceptional and anyone was entitled to do his best towards peace. He added that so far as Mr. Churchill's invitation to Sir Edward Carson was concerned, he (Mr. Asquith) heartily sympathised with it.

Mr. Asquith answered another long list of questions on the alleged "plot" and intimated that after this week he would refuse to reply to questions on the subject or lay further papers on the table—(Loud Ministerial cheers).

In winding up the debate, Mr. Asquith described Sir Edward Carson's speech as most important and said he fully recognised that it was intended to help and not to hinder. The Government entirely reciprocated that spirit and would never close the door until compelled. There could be settlement unless with the sincere assent of those mainly interested.

Motion Rejected.

The Opposition motion, calling for an impartial inquiry into the movement of troops, was rejected by 344 votes to 284.

Lobby Impressed.

The conciliatory character of the Unionist speeches has profoundly impressed the Lobby, and it is inferred from Mr. Asquith's speech that there will be a resumption of the negotiations. It is noteworthy that the Nationalists did not participate in the debate.

MINE EXPLOSION.

MANY LIVES LOST.

London, Received April 30.
No fewer than 203 persons perished in explosions in a coal mine at Eccles, West Virginia. The mine was soon ablaze and rescues were impossible.

TELEGRAMS.

TWO THOUSAND GUINEAS

KENNYMORE WINS.

[Reuter's Service To The "Telegraph"]

London, Received April 30.
The race for the Two Thousand Guineas resulted as follows:—

Kennymore (Sera) 1.
Coreyra (O'Neill) 2.
Black Jester (Randall) 3.
Eighteen ran; won by a short head, two lengths separating second and third. Kennymore, Coreyra, Black Jester and Hapsburg (Rickaby up) were always in leading positions, the favourite winning a grand race. Hapsburg was fourth. The time was 1 min. 38 sec.

Parhelion was ridden by Earl and Sergei by Hewitt, while Flying Orb did not start. The betting was:—2 to 1 Kennymore; 7 to 2 Coreyra; 20 to 1 Black Jester.

Later.
A correction from the course states that Land of Song (Donoghue) was fourth.

GEN. SIR W. KELLY'S DEATH.

Boer War Incident Recalled.

The death of Lieutenant-General Sir William Kelly at the age of sixty-six removes one of Lord Roberts's band of staff officers who helped to carry out his march from Modder River to Pretoria says *Truth* of the 1st inst. Though not a leader of men, General Kelly was an experienced, painstaking staff officer, who knew the King's Regulations by heart, and could be relied on under all circumstances to keep his chief straight. Probably the only mistake he ever made in his long and useful career was when he was acting as Chief of the Staff to Lord Roberts during the temporary absence of Lord Kitchener, and omitted to order a sufficiently strong escort for the big supply convoy which was following the army, and which De Wet captured and destroyed at Waterval Drift.

Whatever one may think of Lord Roberts as a politician there can only be admiration for his qualities as a commander. When the officer in charge of the escort reached Weddell, expecting to be tried by court martial for the disaster, Lord Roberts came out of his tent and welcomed him with a smile of congratulation on his escape, at the same time saying, "I hope you have not lost many men." The Field-Marshal was, of course, much disquieted by the news, but with his imperious command of temper he was able to suppress his vexation, thereby concealing from the troops the magnitude of the disaster.

R. I. M. S. DUFFERIN

Amended Programme for Troopship

Army orders state that the following is the amended programme for R.I.M.S. Dufferin:—
Dufferin arrives at Hongkong in the evening of April 30 and goes along-side Holt's Wharf. Disembarkation of troops and baggage will commence as early as possible on May 1. Units having details on board will send representatives to receive them as early as possible. The ship goes out to buoy about 4 p.m., May 1. Embarkation of all troops and baggage will take place in the stream. Baggage will be shipped by lighter from Holt's Wharf as soon as possible after the ship has been made by the O.L. Transport. Troops will be embarked in launches from Kowloon Police Pier, on May 4.

TELEGRAMS.

TRAIN DISASTER.

DRIVER ACQUITTED.

[Reuter's Service To The "Telegraph"]

London, Received April 29.
Reuter's correspondent at Sydney says the engine driver of the express train which collided with a goods train at Moss Vale on the night of March 14, as the result of which fourteen persons were killed, has been acquitted of the charge of manslaughter which was preferred against him.

CANADIAN LABOUR.

CHINESE PROHIBITED.

London, Received April 30.

Reuter's correspondent at Victoria, British Columbia, states that owing to the overcrowded condition of the labour market, the Canadian Immigration authorities on the Pacific Coast have been instructed to prevent the entry of all Chinese between May 21 and September 30.

DUKE OF ARGYLL.

CRITICALLY ILL.

London, Received April 30.
The Duke of Argyll is seriously ill with double pneumonia.

CHAMPIONSHIP TENNIS.

CHALLENGE ROUND TIE. Abandoned Through Failing Light.

Some four or five hundred spectators gathered on the Hongkong Cricket Club's ground last evening to witness the match in the challenge round of the Lawn Tennis Singles Championship between H.A. Nisbet (holder) and S.E. Green (challenger). The turf was on the soft side owing to the recent rains, while the heavy clouds of mist made the light extremely bad for the players. This latter cause, indeed, eventually necessitated the cessation of play when the match was only about half-finished, the score being "one set, all" and "two games all" in the third set, with the players on an absolute equality in games—13 each. As a result the whole match will have to be played over again, and the event is fixed for 4.30 o'clock this evening.

For last night's play Capt. Monteith was umpire, with Messrs. H. K. Phillips, A. Mackenzie, J. B. Penman and A. O. Brown as line judges.

The opening set went to Nisbet at 6-4. Play commenced a trifle slowly, but both men soon settled down. The state of the ground, however, was against sustained rallies, and Nisbet in particular kept the ball very low in his returns. First blood was drawn by Green on his service, and game about was taken until the fifth. Then Green lost his service, mainly through pretty backhand work by his opponent. He however, made the scores level by taking the next. Nisbet claimed the seventh, not so much by superior play as through faulty returns by the challenger. Both players hit the ball about freely in the next, when there was a fine tussle for the third point, which eventually went to the challenger, who quite outplayed Nisbet. Twice was "deuce" called before the game was secured by Green. Some clever recoveries were effected by Green in the ninth game, but his opponent managed to claim the

verdict, thus leading by 5-4. He also took the next, Green finding the net twice in succession.

Green lost his service in the opening game of the second set, Nisbet being noticeable for pretty work at the net. "One all" was then called, after which Green came away with a rush. Forcing matters, he registered three games in succession. Nisbet was fortunate to get the succeeding game, the winning point coming from a ball which tipped the net-top and fell into his opponent's court. He, however, thoroughly deserved the next two games, which were won by telling services and all-round vigorous play. "Four all" was later called, and then Nisbet got the lead by judicious placing. He could not get the set, however, for Green made it "five all," and then came along with his favourite back-hand drives. He also passed Nisbet at the net more than once and thoroughly deserved the two games which won him the set at 7-5, outplaying the holder all round.

Green opened very strongly in the unfinished set, claiming the first two games. The holder, however, was not to be denied, and he balanced the account very quickly. The light was now decidedly bad, and after a consultation between players and umpire it was decided to abandon further play.

On the afternoon's play there was not a deal to choose between the players. Nisbet showed the prettier style and had the advantage in placing, but Green worked his back-hand drive with much success, while he also often cleverly passed his opponent at the net. A fine tussle should be seen this evening.

TELEGRAMS.

MEXICAN WAR.

SERIOUS RUMOURS.

[Reuter's Service To The "Telegraph"]

London, Received April 29.
Reuter's correspondent at Vera Cruz says there is an unconfirmed report that six Americans have been taken to gaol and killed at Cordova, and that an American has been killed at Oasamalpaan.

An Armistice.

The South American mediators have requested an armistice between the United States and Mexico, and the former has accepted.

ROOSEVELT EXPEDITION.

NEW TRIBE DISCOVERED.

London, Received April 29.
Reuter's correspondent at Rio de Janeiro says Mr. Roosevelt's expedition has not explored Brazil, but it has discovered a tribe of unknown naked savages.

TELEGRAMS.

FOREIGN POLICY.

A GERMAN DENIAL.

[Reuter's Service To The "Telegraph"]

London, Received April 29.
Reuter's correspondent at Berlin says the Budget Committee of the Reichstag has discussed the country's foreign affairs. Herr von Jagow denied that the Powers of the Triple Alliance had concluded a Mediterranean agreement. Referring to Russo-German relations he said that both Governments desired to preserve their old friendly and neighbourly relations, and it was to be hoped that such would be maintained, despite the undercurrent of feeling which could not be overlooked. He denied that there were negotiations with England regarding the Cape to Cairo railway.

"DREADNOUGHT FOR TURKEY."

London, Received April 29.
Reuter's correspondent at Constantinople says the Government has ordered another Dreadnought from Messrs. Armstrongs, to be completed in twenty-one months.

THE PEKING SIEGE.

The Past Recalled by Sir Claude MacDonald.

Sir Claude MacDonald, lately Ambassador in Tokyo, lectured to a large audience Wednesday last (says *Truth* of April 1) in the United Services Institution on his experiences during the siege of the Peking Legations in 1900. Though the events which he described took place nearly fourteen years ago, they were still fresh in the lecturer's memory, and he narrated them in a pleasant, humorous, and unegotistical way, which kept his hearers interested from the beginning to the end of the ninety minutes' lecture. It was fortunate for the members of the European community, all of whom took refuge in the British Legation, that Sir Claude was soldier and knew his business, for if it had not been for his able direction of the defence it must have gone hard with the garrison composed of the Legation guards.

Notice to Mariners.

Notice is given that a Beacon, painted red and exhibiting a red unbroken light, has been established to mark the end of the spit that extends to the south-east ward from Padder Island and the northern side of the channel at the eastern entrance to the Whampoa Channel, Canton River. The Beacon is in 7 feet of water at low water of spring tides, and from it the eastern side of the Whampoa (Dook gate bears S. 38 deg. E., magnetic, distant 2.17 cables.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Kennymore won the Two Thousand Guineas.

The Duke of Argyll is seriously ill with double pneumonia.

Mr. Asquith says Mr. Churchill's offer was made on his own account.

Herr von Jagow has made an important statement on Germany's foreign policy.

The Roosevelt Expedition has discovered an unknown tribe of naked savages.

The Turkish Government has ordered another Dreadnought from Armstrongs.

The Opposition motion on the Ulster question was rejected by 344 votes to 284.

Two hundred and three persons perished in explosions in a coal mine at Eccles, West Virginia.

It is inferred from Mr. Asquith's speech that there will be further negotiations on the Irish question.

The United States has accepted the request of the South American mediators for an armistice.

Mr. Asquith reciprocates the conciliatory spirit of the Opposition and says the door will never be closed until compelled.

Mr. Asquith has announced that after this week he will refuse to answer questions on Ulster or lay papers on the table.

Mr. Bonar Law says if Mr. Asquith seeks peace the Opposition will do anything in their power to make a peaceful solution possible.

The Canadian immigration authorities are to prevent the entry of Chinese between May 21 and September 30 owing to the overcrowded labour market.

Sir Edward Carson expresses the hope that the Government of South Ireland will prove so successful that Ulster may ultimately join a united Ireland.

NEWS.

Last night's tennis championship play is described in to-day's issue.

Log book appears on pages 6 and 7 and Commercial news on page 9.

General news and an article dealing with the Panama Fair appear on page 3.

The annual meeting of the association of exporters and dealers was held yesterday.

A Chinese gentleman has offered to bring a tiger trap from Nanning on purpose to capture the tiger.

"Our contemporaries" appears on pages 2 and 1 an article from the *Times* on Bohemia will be found on page 8.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9.15 p.m.
Wigwag Tennis Club at Home—Saturday May 2.

Bandmann Opera Co.—Theatre Royal—9.15 p.m.

V. B. C. Athletic Sports—1.30 p.m.

Interport Shoot Hongkong at Kowloon.

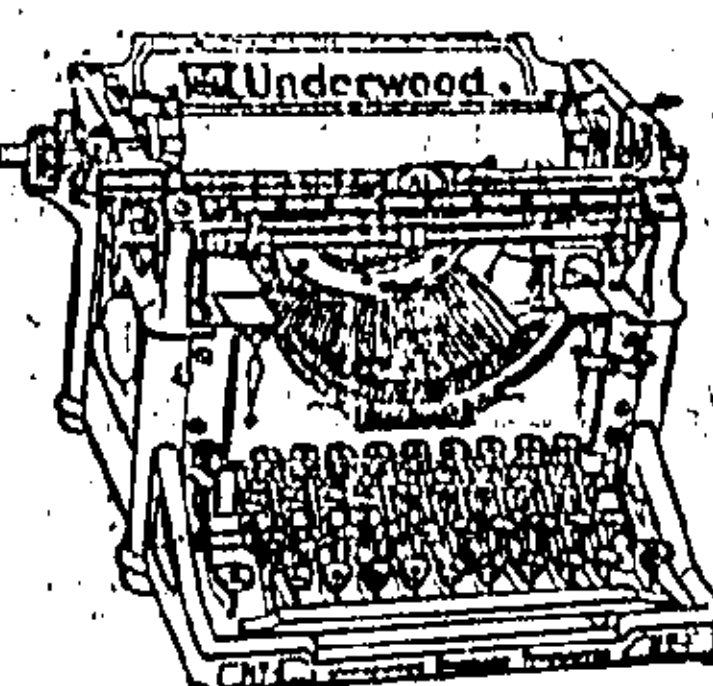
R. H. K. Y. C. Ladies' Day—Saturday May 9.

H. K. Volunteer Reserves Annual Dinner.

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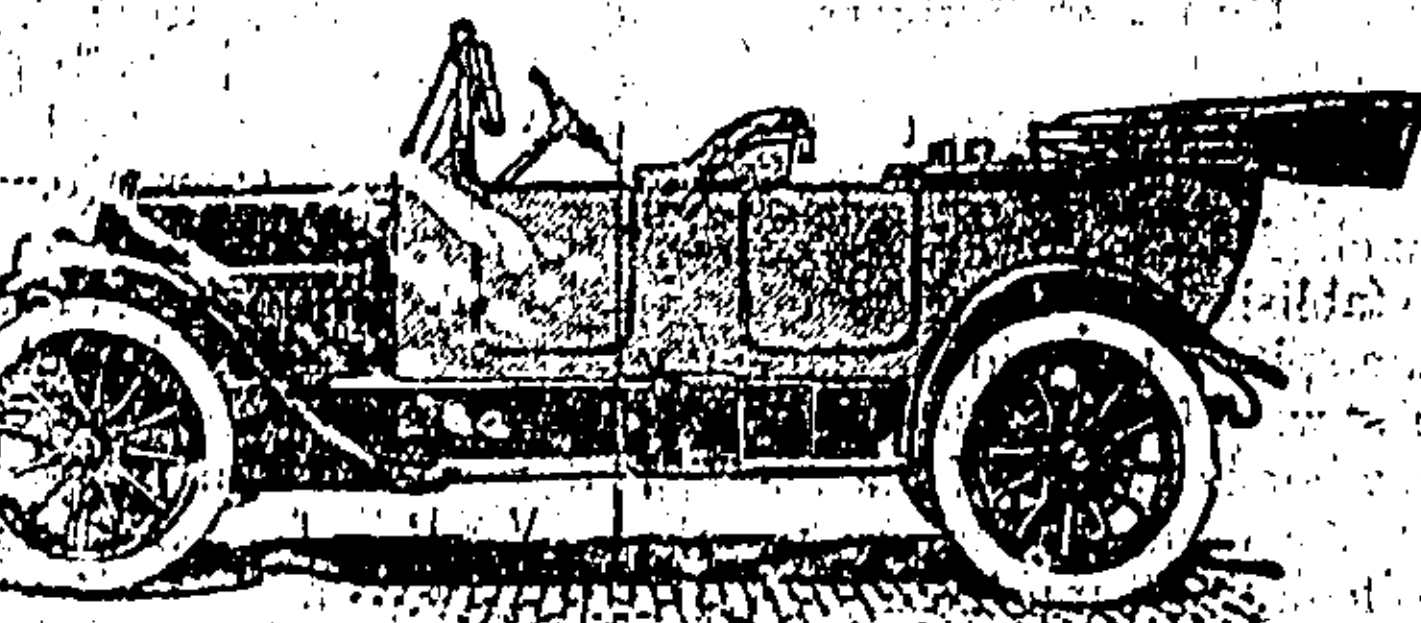
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South China Morning Post.

Eggs Is Eggs.

We have yet to learn from some authority higher than Dr. Price or the City Bacteriologist of Spokane that injurious germs may be communicated to eggs from external sources or that they deteriorate through environment. No doubt the food of a hen makes a very considerable difference to the quality of the eggs it produces, but those who are keeping poultry for the purpose of exporting eggs on a large scale—even Chinese—may be depended upon to feed them on the best material to encourage laying and ensure a steady market. Dr. Price's idea of marking a Chinese egg to distinguish it from a home egg is original. If the so-called Chinese eggs that are being exported require marking to distinguish them they are not Chinese eggs at all, for it is pretty well accepted that the egg of the Chinese hen is only a little more than half the size of that of the ordinary barnyard hen at home. Has this fact not something to do with the cheapness of Chinese eggs, and after all, is the agitation against the Chinese product not engineered by those who are interested in the poultry trade on the other side?

China Mail.

The Tail On Piracy.

It certainly is absolutely necessary that a much more effective examination both of vessels and passengers should be made than appears so far to have been the case. It will necessitate the employment of a large number of men; but the exigencies of the case call for it clamorously; and it may be safely concluded that such drastic precautions will be merely temporary—at least it is devoutly to be hoped that it will be so. We again recommend the use of turnstiles at the wharves, as it is obvious that this is not only the best but the only sure way of examining passengers. Every vessel leaving with a large number of Chinese passengers should be thoroughly examined before the passengers are passed through the turnstiles; where they should undergo a carefully scrutiny. Other remedies might also be adopted, but we venture to say that if the turnstiles are used and the rigorous examination made that we have advocated, much will be done towards preventing pirates secreting themselves on board in the guise of passengers.

Daily Press.

English In the East.

English has for long been the lingua franca of the Far East and the nations contained in that rather vague geographical confine are coming to pay more and more attention to its attainment; China is yet backward in this respect, but looking further East to Japan we find no Oriental country which has independently made greater efforts to spread a knowledge of the language. Even in the elementary schools some rudiments of the language are imparted, while in all the schools of a higher grade a study of English is indispensable for those who wish to pass successfully through the school course. The result is that it is now possible to find speakers of, at least, broken English in all parts of the country and occasionally even accomplished English scholars, though these last are mainly confined to University professors or members of the diplomatic service who have been abroad. At the same time, it seems to be the general opinion that in view of the many years study that is given to the language and the importance attached to a knowledge of it, the results are poor. What percentage of the students in the schools above the grade of the elementary schools attain any practical knowledge of the tongue after their five years' study of it is difficult to estimate, but those who have had an opportunity of gauging the knowledge of the students fix it at certainly not more than ten and perhaps as low as five.

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GENERAL NEWS.

Tube of Radium Swallowed.
An inquest was held at Preston on the body of Ellen Cookson, the wife of a prominent local tradesman, who died after an operation to recover a cylinder of radium which she had swallowed. Dr. Rayner said that Mrs. Cookson came to him for radium treatment for deafness. A metal cylinder containing radium and a similar substance known as mesothorium was inserted alternately into each ear and nostril. Upon endeavouring to withdraw the cylinder from the left nostril he found it had disappeared. The X-rays disclosed it in the patient's stomach. An operation was made and the tube removed, but Mrs. Cookson sank and died. A verdict of "Death by misadventure" was returned.

The Tower Armouries.
A recent letter in the *Times* pointed out the danger from fire to which the unique collection of armour at the Tower is exposed. This is due to the stacking of innumerable rifles with wooden stocks, all carefully oiled, beneath the two floors of the White Tower in which the armour is arranged. There is reason to believe that the protest made by the writer of the letter has not passed unheeded, and that in a short time the reproach of this risk will be removed. The armouries at the Tower comprise about 8,000 pieces, some of them the finest in existence.

"Sunny Spain" at Earl's Court.

A long-cherished desire of King Alfonso to demonstrate to the people of Great Britain the attractions of Spain to the tourist and trader is to be fulfilled this summer at Earl's Court. The principal section of the exhibition that is now being organised is being undertaken by the Spanish Government; this being the first occasion on which an exhibition has been held at Earl's Court under the auspices of a foreign Government. It promises to be of a most comprehensive and attractive character, and the Spanish Government has voted a large sum of money to be expended on the reproductions of famous watering places, cities and buildings of historic and picturesque interest. Arrangements are also being made to send over hundreds of Spaniards, including musicians, dancers, bullfighters and peasants, who, in their bright and varied costumes, will supply an unusual amount of life and colour to the surroundings.

The Marquis de la Vega Inclan has been appointed Royal Commissioner to the exhibition, and an influential committee has been formed in London under the Presidency of the Spanish Ambassador, Don Alfonso Merri del Val.

Exit Bombay Gazette.

The directors of the *Bombay Gazette* Company decided on March 8 to cease publication, and the last issue of the oldest Anglo-Indian journal appeared on the following day. The *Bombay Gazette* was first published in 1791. Its most distinguished editor in living memory was the late Mr. J. M. Maclean, who numbered among his contributors Sir Bartle Frere, Sir Alexander Grant, Sir George Birdwood, and Mr. Lockwood Kipling.

The Cost of Converts.

Some years ago Mr. Labouchere, in that caustic way of his, compiled statistics to show how many thousands of pounds it cost to turn "a good Jew into a bad Christian"; and now "America's famous baseball evangelist," the Rev. Billy Sunday, tells us that it costs him \$101 to convert the New Yorker, while the Chicagoan costs \$79, and the sinner of Atlanta goes cheap at \$15. The calculation seems to require some further evidence as to how far the change is worth the money. I suspect that the Rev. Billy Sunday thinks that people can be "converted" as you hit balls at his former pastime. Mr. Sunday, by the way, has a low opinion of the established professors of religion and their sedate methods; and he puts the case with characteristic point in his remark that he "delivers the goods and they don't." We can only hope that he delivers them to the right address.

PANAMA FAIR
TAKING SHAPE.

Palaces and Pavilions are Being Constructed.

Although almost one year must elapse before the opening of the Panama-Pacific International Exposition at San Francisco on February 20, 1915, the construction and all other preparations for the celebration are far advanced.

Not only are the majority of the exhibit palaces nearly completed, but plans for events of national and international interest are being perfected rapidly. Among these are the initiatory cruise through the Panama Canal of a fleet of battleships from the navies of the world, and the proposed "round-the-world" aviation contest.

The invitation of President Wilson to the nations of the world to participate has met with a ready response. Thirty-four nations have accepted. With these not formally participating, the lack of official action will be more than made up by individual exhibitors, as in Germany, for example, where 1,500 exhibitors, and in England, where 600 of the leading manufacturers, have declared their intention of exhibiting. All the exhibits are now being prepared in anticipation of shipment, and will aggregate a total weight of 70,000 tons.

There will be a total expenditure upon the grounds installation and construction of \$50,000,000. A fleet of thirty vessels is engaged in bringing lumber from Northern mills for use in building the exhibit palaces. Nine of these, covering from five to eight acres each, are under way. The Machinery Palace, the largest wooden structure in the world, containing eight million feet of lumber, fifteen hundred tons of bolts, and five carloads of nails, is now ready for the exhibits.

Nations that have accepted. The nations that have officially accepted the invitation of the United States to participate are: Bolivia, Cuba, China, Costa Rica, Canada, Dominican Republic, Ecuador, France, Guatemala, Haiti, Honduras, Holland, Japan, Liberia, Mexico, Nicaragua, Panama, Peru, Portugal, Salvador, Sweden, Spain, Uruguay, Argentine Republic, Denmark, Chile, Brazil, New Zealand, Persia, Italy, Venezuela, Australia, Bulgaria, and Turkey.

The Bureau of Societies and Conventions of the Exposition has arranged for 2.8 congresses and conventions to be held in San Francisco in 1915, and the list is growing daily. The following have been arranged: International Congress on Education, International Efficiency Congress, International Congress on Marketing and Finance, International Electrical Congress, International Council of Nurses, Panama-Pacific Dental Congress, World Insurance Congress, International Congress of Authors and Journalists, Women's World Congress of Missions, National Congress of Mothers, Congress on Marriage and Divorce, American Red Cross, American Historical Association, Association of American Universities, International Association of Labor Commissioners, American Breeders' Association, American Academy of Political and Social Science, National Academy of Medicine, National Educational Association, and many others.

There will be, in all, 500 such conventions, represented by at least 500,000 delegates. An auditorium seating 10,000 persons is being built at a cost of more than a million dollars at the Civic Centre of San Francisco, and this, with numerous other halls, will be furnished for the use of these assemblages.

No less important will be the exhibits in the department of sociology, which will be housed in the Palace of Education and will embrace every phase of the modern economic and sociological problems, including prison reform, the care of juvenile delinquents, nursing and hospital service, the rearing of children, housing, factory inspection and improvement, wages, high cost of living, problems of capital and labor, and the like.

For the amusement section out of 6,000 applications by concessionaires, only 100 have satisfied a high standard of propriety and

LASSITUDE IN HOT
WEATHER.

In the prevailing trying weather every function of the body is more or less depressed, with the result that men are just able to get through their daily routine of work.

To overcome this lassitude and restore the sensation of wellbeing which everyone desires, the nerve force must be fully restored, for the nervous system rules the whole body. This demands sufficient supplies of protein and phosphorus, the vital elements of food as they may be called, since without them the nervous system cannot remain healthy.

Protein and phosphorus are combined in Santogen, the phosphorus being in the exact form in which it exists in the body and nerves. This explains why Santogen always restores the body's strength, revitalizes the blood and reinvigorates the nervous system when they are depressed from any cause.

India's hot weather produces greater lassitude than China's. To the value of Santogen in such weather the Hon. Mr. Justice Kensington, Judge of the Chief Court, Lahore, attests. Mrs. Kensington writes: "I have tried Santogen in the great heat of Lahore and am absolutely satisfied with it. Mr. Kensington has also taken it, and we have both found it a wonderful reviver and tonic."

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been admitted. This section will occupy sixty-five acres, will employ 7,000 people in its operation, and represent an investment of \$10,000,000. Many of the amusements will be of educational value. There will be a reproduction of the Grand Canyon of Arizona, costing \$350,000. In addition winter sports will be indulged in. A pictorial history of the creation of the world as recorded in Genesis will be shown in programmatic form. An accurate reproduction of the Panama Canal will be shown on such a vast scale that 2,000 people may be taken through every thirty minutes, and shown the actual operation of gates and locks. There will be a reproduction of the days of '49; a presentation of "Toyland Grown Up," by Frederic Thompson, at a cost of \$1,000,000, and a reproduction of ancient Nuremberg, Germany.

A dirigible, constructed by the Parseval Company of Hamburg, 480 feet long and 80 feet wide, and costing \$350,000, will make regular trips of fifty miles in length from the Exposition grounds.

More than fifty sculptors are now working on figures and groups to adorn the palaces, the courts, the colonnades, and parks of the exposition. The landscape gardening is progressing under the direction of John McLaren.

More than a half million dollars will be awarded for live stock and races. Exports are now preparing a course for the harness races. There will be two meetings, one in summer and one in fall, stakes of \$227,000, being offered for twenty-four days racing.

The grouping of the exhibit palaces will be as follows: Opposite the main entrance will stand the Tower of Jewels, the dominant architectural feature of the exposition, 433 feet in height, with 150,000 imitation jewels. Through the tower, the visitor enters the great central Court of the Universe. This court, 750 by 900 feet, will contain a sunken garden, around which will be arranged tiers of seats for 7,000 people. At either end of the court will stand triumphal arches, surmounted by groups of statues, symbolizing the nations of the East and the nations of the West. Through these arches, one may enter respectively the Court of Abundance, and the Court of the Four Seasons, the first being in the architectural style of the Levant, and the latter in Graeco-Roman style. Surrounding these three courts are the eight main exhibit palaces, presenting to the bay-front an unbroken facade one and a half miles in length.

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No. 19, Shelley Street.
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No. 7 Mountain View.
No. 7 Stewart Terrace, Peak.

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Hongkong, 2nd Oct., 1913 [211]

TO LET—"LA HACIENDA E," No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET—from 1st May, 1914 No. 10A, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

JOCKEYS AND "DOPING."

Remarkable Statement By Lord Londale.

In a speech at the Hendon Aerodrome annual dinner the Earl of Londale, who presided, implored aviators not to "dope" themselves or to drink to excess. He said he had no knowledge that they did so, but his experience of another sport urged him to make that appeal.

At Liverpool, just before a big race, he had observed in the weighing-in room five or six of the jockeys "dope" themselves with drops. He felt that he could not speak too strongly on this subject, for he was quite certain that if doping were indulged in by aviators the result could only be disastrous.

As to aviation, the aeronautical

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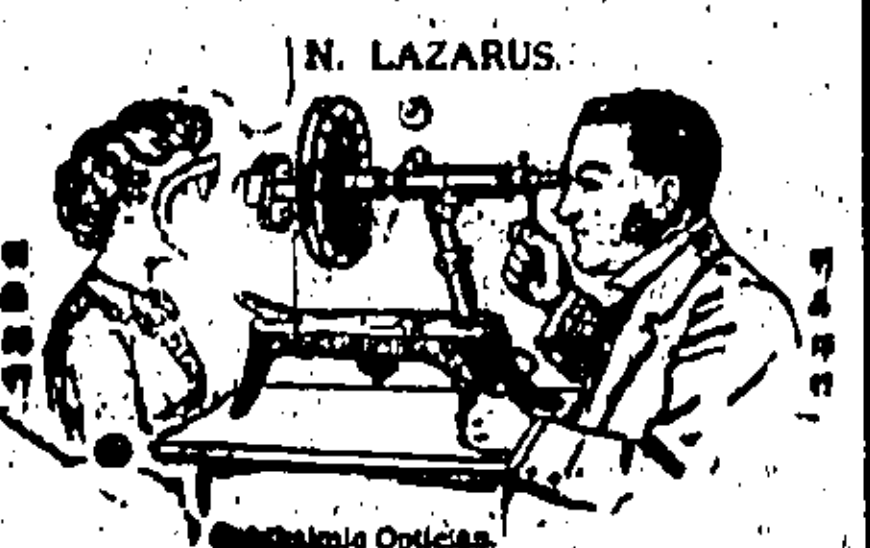
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TO LET—Furnished from May 1st for 3 or 4 months. Kells 76A, Peak. Suitable for two families. Apply HARBOUR MASTER.

correspondent of The Observer states that although he has met hundreds of aviators, and has known scores of them intimately, he has never met the practice, and he has only heard it rumoured as to one man, and then on very slender grounds. With rare exceptions, moreover, he states, aviators are extremely temperate in the use of alcoholic drinks.

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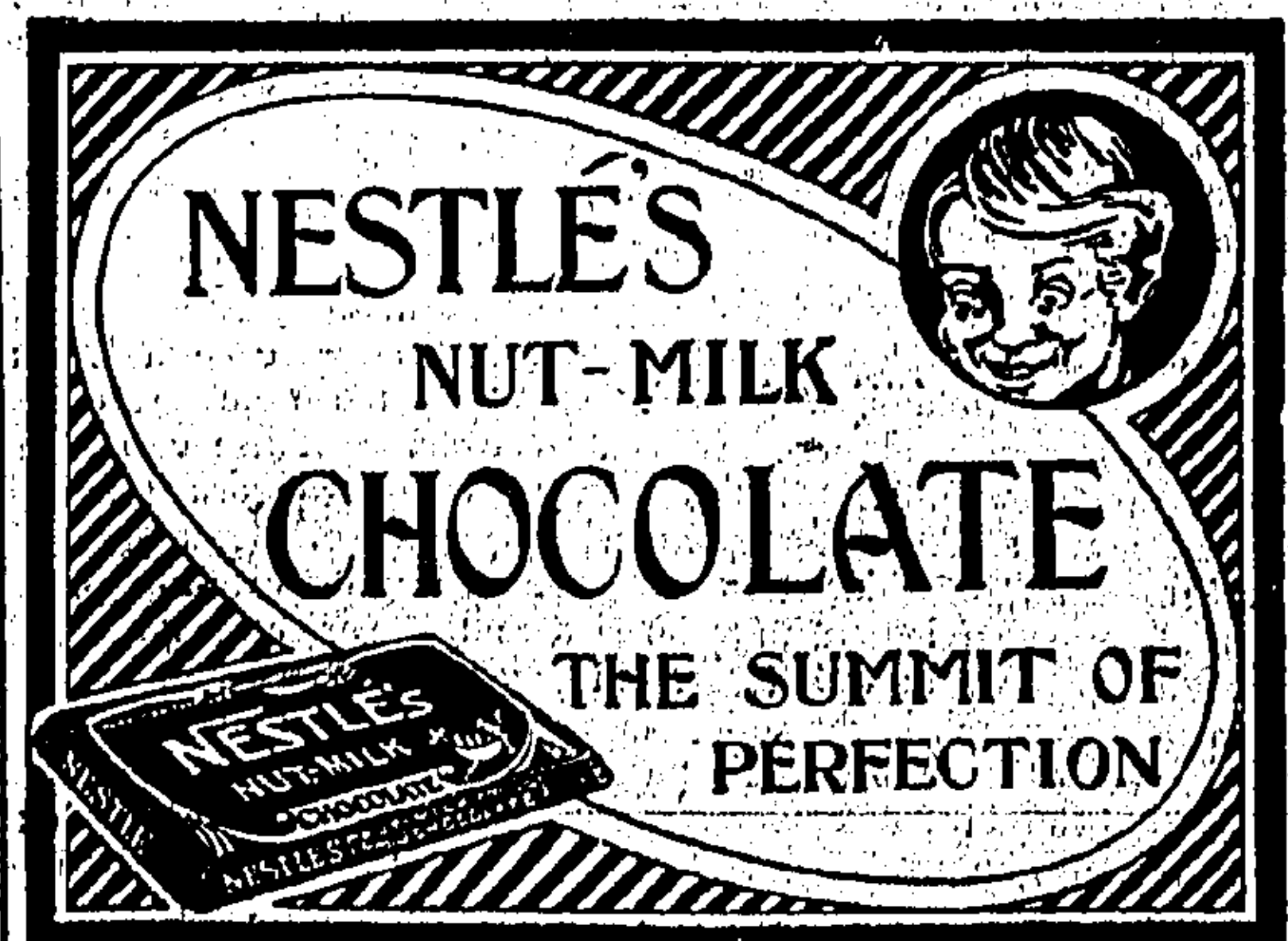
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The Hongkong Telegraph.

HONGKONG, THURSDAY, APRIL 30, 1914.

THE PREVENTION OF PIRACIES.

In two leader notes, in yesterday's issue, the question was discussed of how it was possible for armed pirates to get aboard river steamers without being detected by the police who search the vessels. We return to the subject because there are other points which will bear examination. It is quite within the bounds of possibility, for instance, that the arms are not carried on board by the pirates at all. There is nothing to prevent them being taken on board while the police officers are making as careful a search as is possible under the circumstances of every person who goes aboard. While the attention of the officers is thus engaged it is not difficult for arms to be taken aboard from sampans which have come up on the other side of the steamer. We have heard it whispered, indeed, that the practice is not unknown, and, while we would not go the length of presenting that as established fact, we submit that it is not only possible but likely.

The appearance in the Police Court of sampan people charged with having arms on board is not an infrequent occurrence and lends colour to our suggestion. They are fined, of course, but it is doubtful whether a fine quite meets the needs of the case. There are cases, to be sure, where sampan people carry arms, though they have no association with pirates, merely with a view to selling them to any possible purchaser. But it is impossible to discriminate, and it seems to us that a law which charged sampan people who are found in possession of arms not only with possession but with conspiring to commit a robbery or piracy would work a considerable improvement in a very short time. As matters stand the position is too serious to admit of any but the most stringent measures.

It is quite on the cards, again, that arms may be smuggled on a vessel during the course of the day and may be so hidden that the police searchers, who are asked to do too much searching in too short a space of time, have next to no chance of discovering them. It is an undeniable fact that these searchers are overworked, or, rather, that they are asked to do too much in the course of a few hours. Work of this kind, on which so much depends, might as well not be done at all as be carried out in a hurried and imperfect fashion. Only the other day, in Court, an officer admitted that he had several vessels to search in the course of a few hours and that to search even one vessel thoroughly would take him a week. In the light of a statement of that kind it is evident that something more must be done than is done at present. What that something is it is for the authorities to consider. More efficient patrolling of the river would help considerably, and why not employ torpedo boats occasionally to swoop down unexpectedly on the river boats after they are well clear of Hongkong and when pirates, if there are any aboard, would almost certainly have secured possession of their arms?

Congested Traffic.

The control of the street traffic of the Colony is a matter which calls for much more attention on the part of the police than is at present given to it. There is no spot in particular which is during the daytime almost impassable to pedestrians, namely that portion of Ice House Street which links Queen's Road with Des Voeux Road. Not only is there a constant stream of vehicles through this narrow thoroughfare, but many private rickshaws continually hang about, while chair coolies frequently wander about waiting for fares and thus add to the obstruction. What makes matters worse for the people on foot is that there is no pavement, the narrowness of the thoroughfare making this out of the question. What is needed is a police officer at the spot to strictly enforce the traffic regulations.

Ferry Wharf Scenes.
While on this matter, occasion may be taken to remark on the scenes of obstruction which for the past week or more have been witnessed at the entrance to the ferry wharf on this side of the harbour. Previously rickshaws were prevented from leaving the stand specially provided for them until beckoned to by a fare. Of late, however, they have been permitted to swarm round the front of the pier on the arrival of the ferry steamers, much to the annoyance and inconvenience of those disembarking. And all the while the big, burly Indian constable stands by without attempting to interfere. There is particularly pronounced on the arrival of the "business men's ferries" in the morning and after the tiffin hour. Hongkong has some very admirable regulations, but it would seem that for the most part they are allowed to remain a dead letter.

A Mail Grumble.

Hongkong is not the only place in the Far East which indulges in a mail grumble. At the last meeting of the Burma Chamber of Commerce a letter was read from the Hongkong and Shanghai Banking Corporation drawing attention to the erratic despatch of mails to Singapore and the East and inviting the Committee to consider whether, in view of the fact that steamers connecting with Eastern mails at Penang and Singapore leave Rangoon at frequent intervals, something better than a weekly mail could not be arranged. The Chamber addressed a letter to the Postmaster-General on the subject, and he pointed out difficulties. But apparently he is an energetic official who is determined to mend a weakness where it exists.

An Official who Works.
In a subsequent letter he stated that, in order to settle speedily and satisfactorily the question of mails it seemed desirable that a meeting composed of the chairman of the Chamber, the agents of the British India Steam Navigation Company and the Postmaster-General should be held. That is doing things in a business-like way and shows energy in an official which is quite pleasing because it is so unusual—at any rate in the Far East. The camel and needle trick is simple compared with the task of running officialdom to a sense of affairs which require seeing to and to waking up and trying to find out what is wrong and where and why. It should not be necessary specially to remark the fact that a man paid to do his best to serve the public tries to do his duty, but as things stand in this quarter of the globe it is hardly possible to avoid doing so.

BILLIARDS

Soldiers' Club Tournament.

The first game in the semi-final heat of the above tournament, played on Tuesday evening, the 28th inst., between H.K. Police and Warders and 88 Co. R.G.A., "B" team, resulted in favour of the representatives of the first-mentioned team, by a margin of 22 points. Scores:—
H.K. Police & 88 Co. R.G.A. "Warders" "B" team
Field ... 208 Gun. Grover 260
Gibson ... 250 O.S.M. Bliss 186

The highest break of the game was 28 by Warder Field.

DAY BY DAY.

HE WHO IS A FRIEND TO HIMSELF IS A FRIEND TO ALL.—Seneca

The Weather.
Lower level 8 a.m. Temp 74; dull.

At the Peak 8 a.m. Temp 69; rain, fog.

The Mails.
Siberian Mail.—Arrived per s.s. Kanchoow to-day.

German Mail.—Arrived per s.s. Lutzow last evening.

Siberian Mail.—per s.s. Nabia Due to arrive here to-morrow.

Siberian Mail.—Closed per s.s. Lutzow at 9 a.m. to-day.

Siberian Mail.—Closed per s.s. Empress of Japan 10.30 a.m.

Australian Mail.—Closes per s.s. Aldenham at 9 a.m. to-morrow.

"At Home."
The Wigwam Tennis Club is holding an "At Home" to-morrow afternoon.

Straying Dogs.
Four dogs, found straying in the streets without owners, were yesterday sent to the pound.

To North China.
Major J. B. Clarke, R.A.M.C., has been noted for a tour of service in North China.

Capt. Olivier.
Captain Olivier, Cornwall Light Infantry, has joined the 1st Battalion at Newry on return to regimental duty.

Keep Fined.
At the Police Court, this morning an opium divan keeper from West Point was fined \$100 and six smokers, \$2 each.

Chinese Secretary.
Mr. Yatsen O. Yen, the newly-appointed Third Secretary to the Chinese Legation, has arrived in London and entered on his duties.

Bracelet Stolen.
S. M. Stonyer, D.O.L.I., reports to the Police that between the 28th and 29th inst. some person stole from a chest of drawers in his bedroom a gold bracelet, value \$4.

Allice Memorial Hospital.
The Hon. Treasurer of the Allice Memorial and Allied Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Kavanas and Co., \$10.

Posted to Hongkong.
Captain G. F. Wells, Royal Engineers, who has been posted to Hongkong, for where he will embark next troping season, has been in the Sappers since July, 1901, and was promoted captain four years ago.

Theft of Clothing.
Mr P. Arita, a Japanese clerk in the M. B. K. godowns at Yau-mati, reports to the Police that some time on the 29th inst. his bedroom was entered, and two suits of European clothing, valued at \$56, were stolen therefrom.

The Yorkshires.
The detachment of the 2nd Battalion Yorkshire Light Infantry is likely to remain all the summer in Carrickfergus Castle, Belfast, where immense stores are located. This old fortress dates from the thirteenth century.

Sanitary Board Election.
An election of a member of the Sanitary Board to fill the vacancy caused by the absence of Mr. F. B. L. Bowley is to take place at the City Hall to-morrow, commencing at 4 p.m. The candidates are Mr. P. W. Goldring and Mr. W. L. Carter.

Delta's Cargo.
The cargo shipped from Hongkong by the P. and O. steamer Dela on the 25th inst. included:—100 bales of waste silk for Manchester; 50 bales of waste and 55 bales of raw silk for London; 135 bales of raw silk for Gibraltar; 90 bales of raw silk for Marseilles.

Chinese Seamen.
Mr. Burns states in Parliamentary Papers that the number of British foreign-going ships at ports in the United Kingdom are as follows:—1911, 5,366; 1912, 7,450; 1913, 9,236. It should be borne in mind that these figures may include repeated engagements of the same men.

Mr. Aglen's Decoration.
The King has been pleased to give and grant unto Mr. Francis Arthur Aglen, Inspector-General of Customs at Peking, His Majesty's Royal licence and authority to wear the insignia of the Second Class of the Order of the Excellent Crop, which decoration has been conferred upon him by the President of the Republic of China in recognition of valuable services rendered by him.

THE TAI ON PIRACY.

OFFICERS COMPLIMENTED ON THEIR SPIRITED ACTION.

HIS EXCELLENCY EXPRESSES ADMIRATION OF THEIR SERVICES.

A simple but impressive ceremony took place this morning in the drawing room of Government House, when H.E. the Governor met the defenders of the Tai On, Capt. Weatherall, Mr. McCartney and the Portuguese watchman Dias.

The Colonial Secretary, the Hon. Mr. Claud Severn and Mr. McArthur, Capt. Superintendent of Police, were also present.

The three men were presented to His Excellency in turn by the Captain Superintendent of Police and after a short chat with each His Excellency referred to the piracy in the following terms:—

Thanks of the Government.

His Excellency.—Well, gentlemen I just wanted to say to you at the earliest possible moment how much I and the Hongkong Government appreciate your services on the occasion of the piratical attack on the Tai On.

This is not, of course, the only way in which your services will be recognised. We will do more for you within reason than what I am going to do to-day. This is merely an informal expression of my own admiration of your conduct and of the thanks of the Government for protecting the British flag and the passengers who were entrusted to your care. I have seen it stated that resistance to these pirates is more or less humbug, that the best thing officers and crew can do when attacked by pirates is simply to throw up their hands and let the miscreants work their will upon the ship. Well, that is not my idea of the duty of Englishmen who have the honour of commanding what are British ships according to register—ships that although they may be owned by Chinese, who are probably not British subjects, are still ships that fly the British flag. The Government on the last occasion of the piracy of the Tai On took certain measures to give the officers a chance they have never had before of holding their own, and I am proud that upon the first occasion upon which British officers got a chance of holding their own, they should do so to such good effect that they repelled a strenuous attack, although they were greatly outnumbered.

"These Devils."
It is a terrible thing that these devils—they are no better than devils—should set fire to the ship to make good their escape. I hope and pray that every single one of them has met his death or will meet it, and I hope that in the next world they will get due and proper retribution for their brutal conduct which has led to a terrible loss of life. I can tell you that the Government will do its utmost to prevent the occurrence of such an act as was enacted upon the Tai On.

You know as well as I do that the number of Chinese boarding these vessels as passengers and the facilities there are for smuggling of arms makes it not an easy thing to do, but still it has to be done and will be done, no matter what money it costs, because I am not going to have the British flag insulted by a lot of Chinese pirates, or pirates of any other nationality, and I thank you most heartily for backing up the efforts of the Government in this direction and I can assure you that you have my admiration, and I may say, the admiration of the Chinese and British communities.

Admire Brave Men.
Although the Chinese do not agree altogether with the method of dealing with pirates, they can admire brave men. They think it the best thing to throw up hands and let the pirates loose and that it is bad loss if you lose your money, but, as I have said before, you and I and all Englishmen worth twopence do not take this view and are not going to take it. Captain Weatherall, I will read you an official letter which

I have had addressed to you by the Colonial Secretary, and as I have said, it is merely a formal recognition of your services:—

Colonial Secretary's Office, Hongkong, 30th April, 1914.

Sir,
I am directed to inform you that your spirited action on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday the 27th of April, 1914, has been brought to the notice of the Governor. It appears that with the help of your colleagues, Mr. McCartney, the Chief Engineer, and Mr. Evans, the Chief Officer, you gallantly withstood the armed assault upon the bridge, and that when the vessel had been set on fire you did all that lay in your power to obtain help from other vessels in the vicinity, afterwards remaining at your post until all had left the burning ship.

Your devotion to duty in circumstances of great peril was worthy of the highest traditions of the British Mercantile Marine Service and I am to convey to you the thanks of His Excellency and the Government of Hongkong for your courageous conduct, which was the means of saving many lives.—I am, Sir, Your obedient servant,

Sd. CLAUD SEVERN, Colonial Secretary.

R. H. Weatherall, Esq., Master, S. S. "Tai On."

I may say here that enquiries will be made into the circumstances under which certain ships, who although they knew that the Tai On was on fire, did not stand by to render her assistance. I thank you again very much and my personal opinion of you at the present is, that you are one of the finest chaps I have ever shaken hands with.

One of the Finest Races.
Mr. McCartney you come from a race—the Scots race—which has proved itself equal to any emergency, and you are a fine specimen of one of the finest races on the face of the earth, though I say it who am not of your race.

Colonial Secretary's Office, Hongkong, 30th April, 1914.

Sir,—I am directed to inform you that the valuable services which you rendered on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday, the 27th of April, 1914, have been brought to the notice of the Governor.

You gallantly supported the efforts of the Captain in repelling the armed assault on the bridge, and afterwards when the vessel had been set on fire.

I am to convey to you the thanks of His Excellency and the Government of Hongkong for your brave conduct.—I am, Sir, Your obedient servant,

Sd. CLAUD SEVERN, Colonial Secretary.

I am proud to shake hands with you.

Mr. McCartney.—Thank you, sir.

His Excellency.—And now, Mr. Dias, you acted a very brave part. You were foreman of the guard on board and you showed that the Portuguese race has still got lots of the courage for which it was famous in history. I am glad to think that one of the ancient allies—or a member of a country, the ancient ally of England—stood by British officers to do the strenuous work that you did.

The following letter has been directed to you:—

Colonial Secretary's Office, Hongkong, 30th April, 1914.

Sir,—I am directed to inform you that His Excellency the Governor has heard with much pleasure of your gallant conduct on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday, the 27th of April, 1914.

It appears that with your colleague you assisted the officers in preventing the pirates from capturing the bridge and wheelhouse, and that while doing you shot down several members of the gang.

I am to convey to you the thanks of His Excellency and the Government of Hongkong for your services.

I am, Sir, Your obedient servant,

(Sd.) CLAUD SEVERN, Colonial Secretary.

Antonie Diaz, Esq., Armed Guard, s.s. "Tai On."

I am proud to shake hands with you and I am only sorry I was not beside you on the bridge.

I will only add that I deeply regret the loss of Mr. Evans and so many others, especially Mr. Evans who must have had a very strenuous time on that night.

Now I have asked the Captain Superintendent of Police and the Harbour Master to enquire into the losses which you have incurred and the Government will deal fairly with you in this matter.

Capt. Weatherall.—I beg to thank you on behalf of myself and my shipmates and to unite with you in regret at the loss of Mr. Evans.

The men again shook hands with His Excellency and left, being photographed in the grounds as they went.

Death of "Tai On" Passenger.
One of the Chinese passengers of the "Tai On," Leung Ping-wan, who was sent to the Government Civil Hospital on the 28th inst., suffering from shot wounds, died there at 7.45 p.m. yesterday.

Picked up on the Wreck.
Lee, Sgt. Grimmit reports that he picked up on the wreck of the "Tai On" the following articles: The metal parts of a shot-gun, 3 Winchester Rifles, 2 Mauser Pistols, 2 Automatic Pistols, 2 Revolvers, various silver and copper coins, 3 Bangles, 1 Gold Finger Ring, 1 piece Jade Stone.

OIL TANK FIRE.

Burnt Itself out Last Evening.

The disastrous fire which broke out in the No. 5 tank of the Standard Oil Company's Depot at Lai-chikok has burnt itself out. Last evening it was apparent that it had certainly diminished in force, for the glare in the sky was greatly reduced and at seven o'clock the heavens were only lit up by an occasional flicker. Mr. J. W. Bolles, manager of the Standard Oil Company in Hongkong, seen by the Telegraph this morning, said that when he left Lai-chikok at nine o'clock last evening the fire was then about finished, probably all that was burning being oil mixed with water, of which it was estimated there was not more than half a foot. At about 10.30 or 11 p.m. after the rain came on it was practically over.

The tank, said Mr. Bolles, was a complete wreck. This was certainly not anticipated on the first evening of the fire when attention was devoted to maintaining oil at its original level and thus saving most of the tank. It now appears that as the result of yesterday's burning, the pumping of oil had to be stopped and the wind blowing steadily in one direction has completely wrecked the side nearest the superintendent's house which was made untenable at the same time.

The Standard Oil Company do not insure, but carry their own insurance reserve.

Mr. Bolles said that the work of reconstruction would be put in hand immediately material was obtained from England. The contracts would be given locally.

While the fire appliances of the company fully came up to expectations recommendations are being sent to the head office which if carried into effect would have the result of increasing the efficiency by one hundred to two hundred per cent.

There are also other recommendations being forwarded which will have the effect of ensuring greater safety.

Opium Possession.
Two Chinese charged at the Police Court, this morning, with being in unlawful possession of opium were fined \$500 each.

NO ARMED GUARD.

N vai Authorities Reply to Shipping Company.

CARRYING SILVER ON THE "USUAL TERMS."

We have been informed by one of the leading River shipping companies that yesterday they made an application to the Police for an armed guard in connection with the transportation to Canton of silver to the value of a quarter of a million dollars, and the Police referred them to the Naval Authorities. The latter replied that they could not supply an armed guard, but if the ship would delay sailing until the next day, an escort would go with the ship. The alternative to this proposal was to carry the silver on a man of war on the "usual terms."

The ships of the company fly the British flag, and the company was prepared to pay for the armed guard of six Marines, had the Authorities permitted the supply. It would be interesting to know the "usual terms" for the transportation of bullion to Canton by man of war.

SIR KAI HO-KAI.

His Services Recognised by Hongkong Chinese Merchants.

On Tuesday afternoon the Committee and members of the Hongkong Chinese General Chamber of Commerce gave a tea party and reception to Sir Kai Ho-kai as a mark of their appreciation of his services to Chinese merchants and as an acknowledgment of his record as a public man. Sir Kai Ho-kai was accompanied by his eldest son. The proceeding was presided over by the Hon. Mr. Lau Chu-pak, as Chairman of the Chamber, and there was an attendance of some fifty members.

During the course of the afternoon, the Chairman, on behalf of the members, extended a warm welcome to Sir Kai. He remarked that owing to Sir Kai's ill-health, at the time the Chamber was being formed they did not have the benefit of his advice and assistance, and they still much regretted that fact. They were all glad, however, that he was able to come there that day and give them the pleasure of his company. Sir Kai, as all present were well aware, was a man of great capabilities, well-informed and was very popular among his countrymen. It was scarcely necessary for the speaker to enumerate his qualifications, as they were well-known to members; but he would like to remark that that reception was especially held to testify to their high appreciation and esteem in which he was held by the Chinese merchants of Hongkong. Sir Kai Ho-kai went abroad when still very young to receive a modern education and he came back to them with new acquisitions when he was in the prime of manhood. For thirty odd years he had worked with great energy and loyalty to protect and further the interests of the Chinese of the Colony, while the many charitable undertakings which were successfully established with his assistance stood as a monument to his name. As the saying went, the man who devoted his life to charitable work was sure to be blessed by Heaven, and although at the moment Sir Kai's health was indifferent, they hoped and believed that he would soon be restored and continue to assist them in many ways.

Sir Kai Ho-kai made a feeling response. He thanked the members most sincerely for the kind reception they had given him, and said for over thirty years he had worked hard as a public man, but he claimed no credit for what he had been able to do, as he knew his faults and shortcomings were many. On his retirement from the Legislative Council he was very anxious that a good successor should be appointed in his place, and he was glad to say that no better man than Mr. Lau Chu-pak could have been given the honour. If in the future his health permitted, he would with great pleasure render any assistance he could to members of the Chamber in furthering the interests of trade and in improving the welfare of his countrymen.

EXPORTERS AND DEALERS.

Hongkong Association's Annual Meeting.

The annual general meeting of members of the Association of Exporters and Dealers of Hongkong was held at the City Hall on Wednesday, when Mr. F. Byington (Bradley and Co.) occupied the chair and there were also present: Messrs. Van Kam Wah (Tong On Lee), G. A. Bena (G. Martina), U. Rumjahn, J. Helms (Jebson and Co.), Ho Yew Lu (Union Trading Co.), J. Owen Hughes (Harry Wicking and Co.), W. M. Humphreys (W. G. Humphreys and Co.), A. Payson (Jardine Matheson and Co.), L. V. Langstein (Arnold Karberg and Co.), A. Winter (Melchers and Co.), C. N. G. Walker and G. Miskin (Gilman and Co.), W. Seigler (Reiss and Co.), F. Danielson (Siemssen and Co.), W. A. Hannibal (Wendt and Co.), L. le Breton (Alex Ross and Co.), T. G. Weall (Doddwell and Co.), E. A. M. Williams (Secretary), D. K. Bair (Assistant Secretary).

The Chairman said:—Gentlemen,—the reports and accounts of the Association having been in your hands for some time, I will, with your permission, take them as read.

As will be seen from the report, your committee during the past year has had considerable correspondence with the different ports and cities of the world and I think that their labours have not been altogether in vain. As might be expected with a young Institution such as ours, several difficulties and obstacles have been encountered but I think that some material progress had been made in establishing the Association as a factor in the protection and furtherance of Far Eastern commerce with the different markets of the world.

Special attention has been paid to wool oil, and in the report you will find some very useful information in regard to the different methods used for testing wool oil. The information now placed at your disposal, should be of some considerable use as practically all the tests required by the different markets are shown. The Association's thanks are due to the Government Analyst, Mr. Browne, for his valuable assistance and help in this connection. I would mention that Exporters of wool oil can have their shipments tested by the Government Analyst at a reasonable fee.

There was some trouble occasioned during the past year in Cassia Oil business on account of London buyers insisting upon the clause "Guaranteed free of resin" being inserted in all contracts for Cassia Oil 80/85 per cent. This matter was taken up by your Committee and as a result of their enquiries, and as also the Government Analyst gave it as his opinion that it was not possible to exclude the presence of traces of resin from the Oil under the present conditions of production, your Committee issued a Circular to members advising them not to agree to the insertion of the clause above mentioned. As exporters are not able to buy Cassia Oil 80/85 per cent. from dealers with the clause "Guaranteed free of resin," it stands to reason that they cannot agree to the terms put forward by London.

Doubtless many of the exporters of Hongkong have had occasion at one time or other to complain of the clause in arbitration contracts of "inferiority of quality." Your Committee took this matter up with the General Produce Brokers Association of London, but I regret to say that the reply from this Association cannot be regarded as satisfactory by your Committee. Shanghai have also taken up this matter and have written to the General Produce Brokers Association of London pointing out that the arbitrators are Brokers and that the Appeal Committee also consists of brokers, and suggesting that a greater feeling of confidence in the justice of their awards would be felt by China and Hongkong Merchants if one of the arbitrators was a Merchant. Your Committee have written supporting and endorsing the Shanghai letter and as this movement in regard to the deletion of the words "inferiority of quality" is also supported by the East Port Chambers of Com-

BIG HAUL.

950 Taels of Prepared Opium.

Revenue officer Wilden charged a Chinese at the Police Court, this morning with being in unlawful possession of 950 taels of prepared opium on board the Hoi Yeung. Defendant was remanded.

merce, it is to be hoped that some satisfactory settlement may be arrived at during this year.

It is thought that if some fuller explanation was contained in the Arbitration Award, this would help dealers and exporters to guard against the repetition of faults in future shipments.

It is greatly to be regretted that the Association does not receive a wider support from the Chinese exporters and dealers of Hongkong. We all know that the Chinese are a very conservative race, and that it takes some time before they will thoroughly give their support to any innovation, but it is to be hoped that it will not be long before our Chinese friends come to the conclusion that the Association is as much for their own interests as for the Exporter, whether foreign or Chinese. The Association is of course for the benefit of all the members thereof, and the larger the membership, the greater the potential benefit to the export trade of Hongkong and China.

I regret to say that the adulteration of Essential Oils appears to be on the increase and also the insertion of extraneous matter and false packing in Chinese Produce such as Human Hair etc. This is having a most serious effect upon the export trade and your Committee cannot but think that if more of our Chinese friends would join the Association and take an intelligent interest in it, they would prove a great help in helping the Association to impress upon all suppliers of Chinese produce the necessity for always supplying and shipping goods up to standard. The Committee have already had the matter of adulteration of essential oils under discussion and no doubt the incoming Committee will use their best endeavours towards remedying the evil and establishing at the same time a proper basis for

(Continued on Page 10)

Gamblers.

The keeper of a gaming house at Wanchoi was fined \$75, or in default, six weeks and ten gamblers were each fined \$4, at the Police Court, this morning. Inspector McHardy proved the charge.

Caused an Obstruction. A private richsha cobbler who was causing an obstruction outside Weismann's Cafe refused to give his name and address to a European constable. The officer promptly took him to the police station, and at the Police Court, this morning, Mr. Melkorne fined him fifty cents.

To-day's Advertisement.

BARBER LINE OF STEAMERS. NOTICE TO CONSIGNEES. THE STEAMSHIP "SURUGA" FROM NEW YORK.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon, Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 25th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd. Agents.

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENTS OF FRESH SIBERIAN SALMON.

SMOKED

FILLETS, HADDOKS, KIPPERS.

To-day's Advertisements

LOOK HERE.

ONE OF THE FINEST BOXING TOURNAMENTS

Ever Seen in Hongkong AT THE CITY HALL On Saturday, 16th May, 1914. Commencing at 9 p.m. Sharp. 20 ROUNDS CONTEST.

STOKER PERKINS V.

(The box of tricks) Cleverest and hardest hitting featherweight ever seen in Hongkong.

IRON BUX

(Hongkong) The undefeated featherweight Champion of Hongkong.

TWO OTHER EVENTS.

Doors Open at 8.30 p.m.

Ringside \$5, Stalls \$3 and Dress Circle \$2. Soldiers and Sailors \$1 to the Pit. F. E. HALL, Promoter.

TO THE ELECTORS.

Gentlemen,

I beg to offer myself as a candidate for the vacancy on the Sanitary Board, and submit some of my qualifications.

I have now resided in this Colony for nearly 14 years, and may therefore have a claim to a good working knowledge of local conditions, as I have seen the Colony develop in every way during that time, and have always been keenly interested in the hygienic and other conditions of Hongkong.

My experience of the Colony is not confined to the Peak, as I have resided in almost every part of it, and have been in some degree a pioneer as far as residence is concerned.

This has enabled me to make a study of fresh conditions of atmosphere, drainage and other matters within the control of the Sanitary Board.

In my professional capacity I have been continually in touch with the local Ordinances and Bye-laws, and have made a thorough study of them.

I have no end to gain and no axe to grind should I be elected. On the contrary, my election will involve a considerable amount of sacrifice of my professional and spare time, which, however, I will gladly give if I can in any way serve your interests and those of the general public of Hongkong.

I have served on many committees in this Colony, and I think it will be conceded by many of you who know me, that whatever my limitations may be, I am afraid of no one, and shall vote according to my convictions, without fear and without favour, in the interests of the community at large.

PHILIP W. GOLDRING.

THE ELECTORS TO THE SANITARY BOARD.

Gentlemen,

In offering myself for the favour of your suffrage I have been actuated by the hope that I may be enabled to carry further the work that I did, whilst I was a member of the Board during the absence of the Hon. Mr. E. A. Hewett, C.M.G.

I think there can be no doubt that the Network of covered Storm Water drains, a great many of which are no longer used, are the chief cause why Hongkong is so exceptionally scourged by Plague and the Government must be induced to undertake the overhauling of these drains in the same systematic manner in which they are eradicating Malaria by the process of training the Nullahs.

A very severe visitation of plague is upon us, and I shall conceive it my duty, having due regard for the Public Peace and the reasonable interests of property owners, to do everything in my power to assist the Medical Officer of Health.

I remain, Gentlemen, Your obedient servant, W. L. CARTER.

NOTICE.

THE Management and Staff of the Standard Oil Company of New York take this opportunity of expressing their thanks to Colonel Dyer, Captain Walker and Lieutenant (Adjutant) Gardner and Men of the 25th Punjab Regiment, the Officers and Men of the Hongkong Fire Department, the Officers and Men of the Police (Land and Water) and the Vacuum Oil Company for the very valuable service rendered on the evening of the 28th and morning 29th April on the occasion of the Fire at Laichikok.

STANDARD OIL COMPANY OF NEW YORK.

J. W. Bolles, General Manager. Hongkong, 30th April, 1914.

FROM EUROPE.

THE H. A. L. Steamship

"FURST BULOW"

Captain F. Jaeger, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th May, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

This steamer brings on cargo:—
ex s.s. "Frans" from Abus
" " "Bjdrn" from Drammen
" " "Sephora Worms" from Bordeaux
" " "Germania" from Goteborg
" " "Brunla" from Skien
" " "Jelo" from Drammen.
Hongkong, 30th April, 1914.

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TO LET.—No. 3 "ORMSBY TERRACE," Granville Road, Kowloon. Apply to—SPANISH DOMINICAN PROCUATION.

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collars have this capacity is proved by the testimony of our customers.

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\$4.50 PER DOZEN.

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CANVAS and BUCKSKIN

LEATHER AND THICK RUBBER SOLES

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From Hongkong	From Quebec
Empress of Russia 13th May.	Empress of Ireland 28th May.
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All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 18,800 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON:

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"EMPERESS OF RUSSIA," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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APCAR LINE.

Regular Service Between
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EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBÉ & MOJI on 7th May.
S.S. "Japan," 5,013 tons, Capt. Seddon, will be despatched for YOKOHAMA KOBÉ & MOJI on 16th May.

WESTWARD.

S.S. "Muttra," 4,644 tons, Capt. Carey, for SINGAPORE, PENANG RANGOON & CALCUTTA, quick despatch.
S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched on 12th May for SINGAPORE, PENANG & CALCUTTA.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, Apr. 30, 1914.

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Tourist, Steamship and Forwarding Agents,
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Caking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Sambia 15th May
Saxonia 10th June

HOMEWARD.

For M'les, H're, H'burg & A'warp:
Belgravia 1st May.
For H're, R'dam, B'men, H'burg:
Bayern 5th May.
For H'burg, H'burg & Antwerp:
Arabia 14th May.
For H'burg, Rmdon, & Hamburg:
Uckermark 15th May.
For M'les, R'dam, H'burg, A'warp:
Belgravia 24th May.
For M'les, H're, B'men & H'burg:
Almark 28th May.

For R'dam, Hamburg & A'warp:
Brasilien 6th June.
For H'burg & Hamburg:
Furst Bulow 8th June.
For R'dam, Hamburg & A'warp:
Wuerttemberg 21st June.
For Marseilles & Hamburg:
Sudmark 23rd June.
For H'burg, Rmdon & H'burg:
Segovia 4th July.
For R'dam, H'burg & A'warp:
Goldenele 13th July.

For further Particulars, apply to—

Hamburg-Amerika Linie.
Hongkong Office.

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THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Destina Ion.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....	Mishima Maru Capt. Sommer T. 18,000 Kaga Maru Capt. Tabusa T. 12,500	WEDNES., 6th May, 10 a.m. WEDNES., 20th May, at 10 a.m.
VICTORIA, B.O. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama.....	Tamba Maru Capt. Teranaka T. 12,500 Aki Maru Capt. Noma T. 12,500	TUESDAY, 5th May, at 4 p.m. TUESDAY, 9th May, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Surabaya, Townsville and Brisbane.....	Nikko Maru Capt. Takeda T. 9,600	WEDNES., 6th May.
CALCUTTA via S'pore, Penang & Rangoon.....	Kirin Maru Capt. Nakamura T. 5,000	SATURDAY, 2nd May.
BOMBAY via Singapore and Colombo.....	Jinsen Maru Capt. Terada T. 5,000	THURSDAY, 7th May.
KOBÉ & Yokohama.....	Hitachi Maru Capt. Sato T. 12,500	THURS., 7th May, at 11 a.m.
NAGASAKI, Kobe & Yokohama.....	Kumano Maru Capt. Soyeda T. 9,300	TUES., 5th May, at 5 p.m.
MOJI & Kobe.....	Bombay Maru Capt. T. 5,000	WEDNESDAY, 6th May.
KOBÉ & Yokohama Cargo only.	Hakata Maru Capt. Nomura T. 12,500	MONDAY, 11th May.

Subject to Alteration

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
1st class.....	\$135	\$122	\$108	\$95
2nd class.....	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
S'TOW, W'WEL, FOOT, T'SIN, H'chow		1st May at 10 a.m.
SHANGHAI & TSINGTAU.....		2nd May at m'night
MANILA, CEBU & ILOILO.....		5th May at 4 p.m.
SHANGHAI.....		5th May at 4 p.m.
PAKHOI & HAIPHONG.....		6th May at 10 a.m.
SHANGHAI.....		7th May at 4 p.m.
MANILA, CEBU & ILOILO.....		12th May at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamer, "Anhui," "Chunan," "Shaoxing," and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36
Hongkong 30th Apr., 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The New S.S. Astrakhan 2,742 R.T., Commander Schmelz, built for the Northern Work, proceeding to Vladivostok on her maiden voyage, will call at Hongkong on or about the 5th day of May 1914.

N.B.—This steamer has a splendid passenger accommodation.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kakhiani, is expected to arrive here about the middle of May 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,
Hotel Mandou/3rd Floor,
Tel. No. 1244.

Hongkong, 29th Apr., 1914.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	SATUR., 2nd May, 4 p.m.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	TUES., 12th May, 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 24th Apr. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamers From Expected on or about For Will leave on or about:

Tjitaroem	.....	JAVA	.....	1st half May
Tjikini	.....	JAPAN	.....	1st half May
Tjilwong	.....	JAVA	.....	1st half May
Tjipanas	.....	JAPAN	.....	1st half May
Tjibodas	.....	JAVA	.....	2nd half May
Tjimanoeck	.....	JAPAN	.....	2nd half May
Tjilalajap	.....	JAVA	.....	1st half June
Tjilalajap	.....	JAPAN	.....	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. 15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Shinyo Maru	22,000 - 21 knots	from Kobe 11th May.
Chiyo Maru	22,000 - 21 knots	Tues., 19th May.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,000 - 18 knots	Tues., 23rd

Passengers by this steamer may travel per S.S. Hongkong Maru, via Manila, Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£50. Return (6 months) £96.10.

San Francisco £45. Return (6 months) £85.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN

STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
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Aldenharn 1st May, 10 a.m.

Empire 2nd May, 28th May.

St. Albans 23rd May, 19th June.

Eastern 13th June, 10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

Telephone No. 291

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest, and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND NINGPO RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiyang A. E. Hodgins FRIDAY, 1st May at 11 a.m.

Haiching W. O. Passmore TUESDAY, 5th May at 11 a.m.

Haikan A. H. Stewart FRIDAY, 8th May at 11 a.m.

FOR SWATOW.

Haikan J. W. Evans SUNDAY, 3rd May at 10 a.m.

Haikan J. W. Evans WED., 6th May at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laing & Co. General Managers.

Telephone No. 129

LOG BOOK.

Bravery on the High Seas.
The Chilean transport Maipo, formerly the Manitoba, arrived at Falmouth on March 29 with a heavy list to port, her boats gone, ventilators smashed, and hatches stove in. She had encountered heavy gales in the Bay of Biscay and was in danger of foundering when she sent the "S.O.S." signal, which was answered by several vessels. She was making for Valparaiso with a general cargo, and had a crew of 105.

The Cardiff steamer Northam, which stood by the Maipo, the steering gear of which had broken down, sent a boat, in command of her second officer named Evans, to endeavour to reach the transport with a line. The boat failed to get alongside owing to the mountainous sea, and the officer jumped overboard and swam to the Maipo with the line. Thus communication was begun. Only two hours elapsed before the hawser snapped, but eventually engineers of the Maipo succeeded in temporarily repairing the damaged steering gear, and the transport proceeded slowly to Falmouth.

It is stated that some of the passengers thinking they were lost, got out of hand, and attempted to get at the stores with the idea of consuming the intoxicants. They were secured with ropes and handed over to the judicial authorities of Falmouth.

H. M. A. S. Sydney.

The cruiser which is to escort the two submarines A. E. 1. and A. E. 2 which were built at Home for the Australian Navy and are now on their way out to the Commonwealth, arrived in Singapore, yesterday morning, says the Singapore Free Press of April 16. It is the H. M. A. S. Sydney, one of the latest additions to the Australian fleet. The Sydney which is under the command of Captain J. Glossop, R. N., is a vessel of 5,600 tons and 26,000 h.p. She is fitted with eight 6 inch guns and manned by a crew of 400. Next to the battle cruiser Australia, with which she set out from England only a short time ago, she is the most powerful unit in the Australian fleet. She was launched at Govan in August 1912, and is one of the British Othman Class.

The submarines will be consigned to Australia via Batavia and the East Indies route, the idea being to keep within a reasonable distance of land as far as possible. The submarines are capable of travelling at 16 knots per hour on the surface and 12 knots submerged.

Singapore to Australia.

The Melchior Treub, the well-known express, steamer of the K.P.M., running between Java-Singapore-Dill, was to go into dry dock at Batavia for the usual cleaning and painting of the ship's bottom on April 18, says the Straits Times of April 22. Her service will temporarily be maintained by the Tasman and an opportunity will be offered on Saturday next to inspect this Java-Australia liner, which will be berthed at T. njong Pagar and will make a short trip between 10 a.m. and noon, for which her agents are issuing invitations.

The Tasman maintains, with her sister ship, the Houtman, a monthly service from Batavia via Samarang, Sourabaya, Macassar, Thursday Island, Port Moresby, Brisbane and Sydney to Melbourne and back. She arrived at Batavia about a year ago from Holland, where both steamers were built and furnished at about the same time. The steamers are specially adapted to the requirements of the Java-Australia trade and possess all comforts needed in the tropics. They are of 5,040 net registered tons and have a displacement of over 8,000 tons. A regulation speed of 13 miles can easily be maintained. They offer room for 72 first-class and 17 second-class saloon passengers, and about 1,800 steerage passengers. The measurements are 392ft. by 50 ft. The ships are of the welded-type and built to the highest class of the Bureau Veritas. On the promenade-deck is the first-class drawing-room, with big square windows. (Continued on Page 7)

For a good solid meal and Carte or Table D'Hôte with Wines & Liquors, at the Best ALEXANDRA CAFE.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, APRIL 30, 1914.

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

THE MEXICAN WAR.

AMERICA'S PREPAREDNESS.

London, Received April 30.
Renter's correspondent at Washington states that Mr. Daniels, Secretary of the Navy, says the operations in Mexico have tested the preparedness of the Navy. The number of vessels in commission could be doubled without confusion.

THE ULSTER CRISIS.

TRADE UNION ATTITUDE.

London, Received April 30.
A demonstration of 3,000 Trade Unionists at Ulster Hall, Belfast, passed a resolution supporting Sir Edward Carson and protesting against the attitude of the British Labourites in supporting the Home Rule Bill.

The Vote of Censure.
The majority in the House of Commons included 70 Nationalists and 30 Labourites.

REFLOATED.

London, Received April 30.
The liner Highland Piper, which went ashore at Banco Ingles on the 18th inst has been refloated.

NOTE EVEN \$6.

Claim Against a former Employee

Before Mr. Justice Hazland, in the Supreme Court, this morning, Fong Teung chow sued Teung Kamlan for the sum of \$101.77, being the balance due for money lent or overdrawn.

Mr. Dixon, of Messrs Wilkinson and Grist, appeared for the plaintiff, and Mr. J. H. Gardiner, defended.

Stating the claim, Mr. Dixon said the plaintiff was a cloth dealer in Yau-mat and the defendant was formerly employed as a salesman in the plaintiff's shop at a wage of \$10 per month. The defendant used to overdraw his account every year, and at the end of last year the defendant left the employ of the plaintiff and he then owed the plaintiff \$101.77 shown in the sundries book which had been translated and which would be put in. Mr. Gardiner had paid into Court the sum of \$6.03 and he said that was all that was owing by his client. He did not know how Mr. Gardiner arrived at that conclusion, as plaintiff's books would show each year that when they were made up, the defendant was heavily indebted to the shop. The sum he owed last year was the same as they now claimed in the writ. He would call the plaintiff.

Mr. Gardiner said that before his friend commenced his examination-in-chief he would like to say that since the inspection of the books, the \$6.03 that the defendant paid in, he now withdrew.

His Lordship: Nothing whatever is due?

Mr. Gardiner said that in fact his Lordship would find from the books that there was due to the defendant the sum of \$12. The issue was that they had not received a bonus due, and more wages were due. His Lordship gave judgment for the plaintiff with costs.

PEAK CHURCH.

Annual Meeting of Seatholders and Subscribers.

The annual meeting of the seatholders and subscribers to the Peak Church was held yesterday evening in the vestry of St. John's Cathedral, when the Hon. Mr. H.E. Pollock presided over a small attendance.

The following report and accounts were submitted by the secretary, the Rev. V.H.O. Moyle, and on the motion of the chairman, seconded by Dr. Sanders, the same were passed.

The outstanding feature of the year was the heavy item for repairs necessitated by the ravages of white ants. The Church was closed from the middle of October till Christmas, and during this time the roof was taken off, iron girders were substituted for the wooden beams, the wooden ceiling was taken away and the west window was changed into a more dignified looking triple window, the Church was painted and colour-washed inside and out, and electric light was installed. The expenses for all these repairs were paid from the amount of money on fixed deposit and no special appeal was made. But this has almost entirely done away with our credit balance.

Except when the Church was closed for repairs there has been an early Celebration of the Holy Communion every Sunday and also on Christmas Day.

A Children's Service was held during the winter months by Rev. J. Kirk Macdonald on the first Sunday in the month and by Rev. H. Copley Moyle on the last Sunday. Sunday School was held on the second and third Sundays in the month under the able superintendence of Mrs. Usher-Smith, assisted by Miss Baker Brown and Lieut. Hanning Lee, R.N.

Mrs. Barton, Mrs. Pimfrett and Mrs. Churchill have arranged the altar flowers and looked after the altar linen and Mrs. O'Hara has played the harmonium at the Children's Services. Mr. Patten-den has audited the accounts. To all these ladies and gentlemen the Committee tender their hearty thanks.

The accounts showed a debit of \$1,907.77 which included \$300 for steel trusses for roof, and \$778 for re-roofing the church. On the credit side offerteries amounted to \$431.

The committee for the ensuing year was elected as follows:—The trustees, The Hon. Mr. H.E. Pollock K.C., Mr. J. Barton, and Mr. A. Turner, the Bishop of Victoria, the Chaplain of St. John's Cathedral, the Rev. J. Kirk Macdonald, Mr. G.A. Caldwell and Mr. P. Jacks. The Rev. Copley Moyle was appointed secretary and Mr. P. Jacks treasurer.

The question of the absence of two of the trustees from the Colony was brought before the meeting and it was decided that the Hon. Mr. Pollock should look into the trust deed and, if necessary, the secretary should write to them asking whether they intended returning to the colony or whether they would resign.

Latest Advertisements.

Addresses to electors in connection with the Sanitary Board election are issued by Mr. Goldring and Mr. Carter.—Page 5.

Consignees' notices regarding the Luetzow, the Furst Bulow and the Saruga (amended) are issued.—Page 5.

3, Ormsby Terrace is advertised to let.—Page 5.

A boxing tournament is to be held at the City Hall on May 16.—Page 5.

The Standard Oil Co. expresses thanks to the troops, fire brigade, police and Vacuum Oil Co. for services rendered in connection with the oil fire.—Page 5.

HELENA MAY INSTITUTE FUND.

The Honorary Treasurer begs to acknowledge with thanks the following donations:—

Idol's Eye Fund... \$400.00
G. M. Young Esq. ... 50.00

CANTON OFFICIAL ARRIVES

Entertained at Government House.

A prominent official of the Canton Government arrived in the Colony this morning in the person of General Lung Kwang, brother of the Tathu of Kwangtung (General Lung Chai-kwang). He made the trip down on board one of China's most modern cruisers, which arrived in harbour just before one o'clock. He is visiting the Colony as the representative of the Tathu, to pay the latter's respects to His Excellency the Governor, and is accompanied by Colonel Tang Yiu-kwang, Captain Superintendent of Police at Canton, who represents the Civil Governor. General Lung Kwang is Military Pacification Commissioner at Canton.

Shortly after the arrival of the cruiser with the party on board, an official landing was made at Blake Pier, where a guard of honour, with band, from the D.C.L.I. was drawn up. After inspection of the troops, the visiting officials proceeded to Government House, where they were received by His Excellency the Governor and entertained to tiffin, to which a number of guests were also invited.

This afternoon the Chinese Chamber of Commerce is entertaining both officials at a reception, and to-morrow night a dinner is to be held in one of the West Point restaurants.

INJUNCTION CONFIRMED

Ice Pounding Machinery not to be Used at Night.

In the Supreme Court, this morning, before Mr. Justice Gompertz (Acting Chief Justice) Mr. Eldon Potter, instructed by Mr. Needham of Messrs. Ewins and Needham, applied to have the temporary injunction granted to the Ya Hing firm and the Chan Man-ohan firm against rice pounding machinery being used between the hours of 9 p.m. and 6 a.m. by the Kang Yik-tai firm confirmed permanently. The parties carry on business in Wing Lok Street and it was alleged that owing to the noise of the machinery belonging to the defendant firm, the plaintiffs had suffered damage.

Mr. Potter said they mentioned the hours of nine and six because they did not wish to be unreasonable. They had got an *ex parte* injunction and it was returnable for January 2, and when the motion came on for hearing it was proved that notice of a temporary injunction had been served. The defendants did not oppose it and the learned Chief Justice made an order continuing the injunction from that time until judgment in this action.

His Lordship: They have not appeared at all?

Mr. Potter: They have not appeared at all, my Lord, and they entered no appearance. I will call the representatives of both firms who will prove that the nuisance as alleged, in fact existed.

After evidence of the nuisance had been called, Mr. Potter asked for the order with costs. His Lordship granted the application with costs.

BROTHER PETERS DEATH.

Prominent Educationalist Passes Away.

We regret to record the sudden death of Brother Peter, Principal of St. Joseph's College, which occurred this afternoon. Brother Peter came from the largest Brothers' school in the world, at Penang, only a month ago to take charge of St. Joseph's College. On April 23 he was present at the annual dinner of the old boys' association. The following day he went into hospital suffering from fever. He never rallied and passed away this afternoon at three o'clock.

The funeral is expected to take place to-morrow and it is requested that all members of St. Joseph's College Old Boys' Association will endeavour to be present.

The deceased gentleman was in Hongkong some twelve years ago. During the short time he has been here this time he took a keen and energetic interest in the work of the College and was at the time of his death drawing up a new curriculum in connection with the proposed change from the Oxford Local examinations to those of the Hongkong University, a step the policy of which he strongly advocated. The Scouts also came in for a share of his attention and another of the many plans he had under consideration dealt with the re-organisation of the body connected with the college.

ADVANTAGES OF LIVING IN HONGKONG.

Plague, heavy mortality.
Rabies, quite prevalent.
Piracy, rampant.
Tigers, lurking around.
Chinese Republic, financially rotten.

Lungs, uncertain.
China Trade, at a standstill.
The fire has gone out.
There is darkness over all the land but a "New" Star is arising for the Sanitary Board.

THE TIGER.

A Chinese Gentleman Willing to Trap Him.

A Chinese gentleman named Wong Kau has written to the Captain Superintendent of Police stating that he is willing to bring a tiger trap from Sanning to Hongkong for the purpose of capturing the tiger. He has asked for information as to the best place to erect the trap. The Captain Superintendent of the Police replied that every information and help would be placed at the disposal of the trapper but he could hold out no guarantee for the payment of any reward.

Wong Kau has, we understand, sent to Sanning for the trap which he will personally erect.

FOR PROFESSIONAL SERVICES.

In the Summary Court this afternoon, R. C. Faithfull, solicitor sued Alim Khan, before Mr. Justice Hazland for the sum of \$14 for professional services rendered to him on three dates. Plaintiff went into the box and gave evidence.

Plaintiff was proceeding as we went to press.

Fancy Dress Ball Collection
We have been asked by Sergt.-Major Oleno, 2nd D.O.L.I. to state that the amount collected at the Fancy Dress Cricket match at Murray Barracks yesterday, realised the sum of \$45.

Leave of Absence.
Leave of absence to the neighbouring countries is granted to Major F. J. Bowen, A.P.D., from May 1 to June, 30.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Nam	Class	Tons	Guns	I.H.P.	Commandr	Reported at
Clarity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Hongkong
Bliss	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Yangtze
Oritomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Hongkong
Admus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	300	—	300	Master H. Smith	Hongkong
Abelmer	T. B. Destroyer	580	—	7,550	Lt.-Com. H. T. England	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Wei-hai-wei
God	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mallock	Hongkong
Kinsha	River gunboat	818	4	1,200	Capt. Frederick A. Fowlett	Yangtze
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. Boddam Whetham	Hongkong
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. J. Gibson	Labuan
Minotaur	1st class cruiser	14,800	—	27,000	Capt. E. B. Kiddle	Wei-hai-wei
Moore	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Fowlett	Shanghai
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo-boat destroyer	500	—	7,500	R.W. Wilkinson	Wei-hai-wei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Guy Stoddard	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Dormar Yangtze
Triumph	—	11,915	—	12,500	Capt. P. Serotfield	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstrutts	Hongkong
Uak	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Wei-hai-wei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Wei-hai-wei
Willard	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Wei-hai-wei
Whiting	Torpedo-boat destroyer	360	6	6,900	Lt.-Com. R. Neville	Wei-hai-wei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 38,	—	—	—	—	Lt.-Com. Pope	Hongkong
C. 37,	—	—	—	—	Lt.-Com. McGillivray	Hongkong
C. 38,	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., O.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.					
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos
Kleiser	Armoured cruiser	9,700	12	19,800	Capt. Gouris
Decree	Gunboat	845	10	1,000	Lieut. Vandier
Argus	River gunboat	180	6	570	Lieut. Dordet
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier
Pelido	Gunboat	130	—	—	Lieut. Collin
Dordard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Duteemps
* Flagship of Rear-Admiral Colloche de Kerillis, Commander-in-Chief, the French China Station					
Lynx	Submarine	—	—	—	Lieut. Bolnix
Protee	Submarine	—	—	—	—
Styr	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis
Fronde	Destroyer	350	7	303	Lieut. Aurillac
l'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac
Musquet	Destroyer	307	6	300	—
Manche	Surveying-ship	1,825	10	9,000	Com. Voisin
* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.					
German.					
Emden	Cruiser	3,800	22	13,500	Capt. v. Muller
Gneissau	Armoured cruiser	11,800	36	26,000	Captain Brunningshaus
Uta	Gunboat	900	12	1,300	Comdr. Sachse
Jaguar	Gunboat	900	12	1,300	Comdr. Luring
Leipzig	Cruiser	3,250	24	11,000	Capt. Hahn
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg
Man-ohan	River gunboat	—	—	—	Capt. Lieut. Firlie
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Schaltz
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. v. Mauberge
Tiger	Gunboat	900	10	1,350	Comdr. Becker
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dressler
Portuguese.					
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias
Macao	Gunboat	—	—	—	Capt. Martins
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhaes
UNITED STATES VESSELS.					
A-2	Submarine	—	—	—	Ensign G. Bradford
A-4	—	—	—	—	Ensign J. R. Mann
A-6	—	—	—	—	Ensign H. L. Rahel Daffer
A-7	—	—	—	—	Ensign R. I. Wood
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller
Callao	Gunboat	243	8	250	Ensign W. L. Beck
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Gennings
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Darr
Elcano	Gunboat	820	4	600	Lt. Com. V. S. Gannon
Helena	Gunboat	1,392	6	1,988	Com. G. R. Marvell
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe
Monadnock	Monitor	3,990	6	3,000	Lt. Y. Rorschach
Monterey	Monitor	4,084	4	5,277	—
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton
Piscataqua	Sea going tug	854	2	1,600	—
Pompey	Repair ship	3,085	—	—	—
Samar	River boat	—	—	—	—
Wilmington	Cruiser	—	—	—	Lt.-Com. U. W. Coles
Saratoga	Flagship	—	—	—	Com. P. Babin
Balveston	Cruiser	—	—	—	J. H. Dayton
Rainbow	Cruiser	—	—	—	Com. R. H. Leigh
—	—	—	—	—	Lt. G. W. Heing

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
S'PORE, Pang & C'outta	Kutsang	Fri. 1st May at 2 p.m.
MANILA	Yuensang	Sat. 2nd May at 2 p.m.
SHANGHAI	Loksang	Sun. 3rd May at 2 p.m.
SHANGHAI & Tsingtau	Esang	Tues. 5th May at 12 light
S'PORE, Pang & C'outta	Lovet	Wed. 6th May at 2 p.m.
Y'HAMA Kobe & Moji	Fooksang	Thur. 7th May at 12 light
SHANGHAI	Kwongsang	Thur. 7th May at 12 light
MANILA	Loongsang	Sat. 9th May at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovet," "Yatsing," and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hongsang" will call at Swatow on their way down from Shanghai. These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau, Tientsin, Simpoona, Tawao, Usukan, Jesselton, and Labuan.

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THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamship	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Cardiganshire	12th May.
LONDON, ROTTERDAM & ANTWERP	Radnorshire	26th June.

Trans-Pacific "Shire" & "Glen" Joint Service

For	Steamship	Date of Sailing
V'TORIA V'VER ST'LE, TACOMA & P'LAND.	Glenloch	1st May.
V'TORIA V'VER ST'LE, TACOMA & P'LAND.	Carnarvonshire	28th May.
V'TORIA V'VER ST'LE, TACOMA & P'LAND.	Monmouthshire	29th June.

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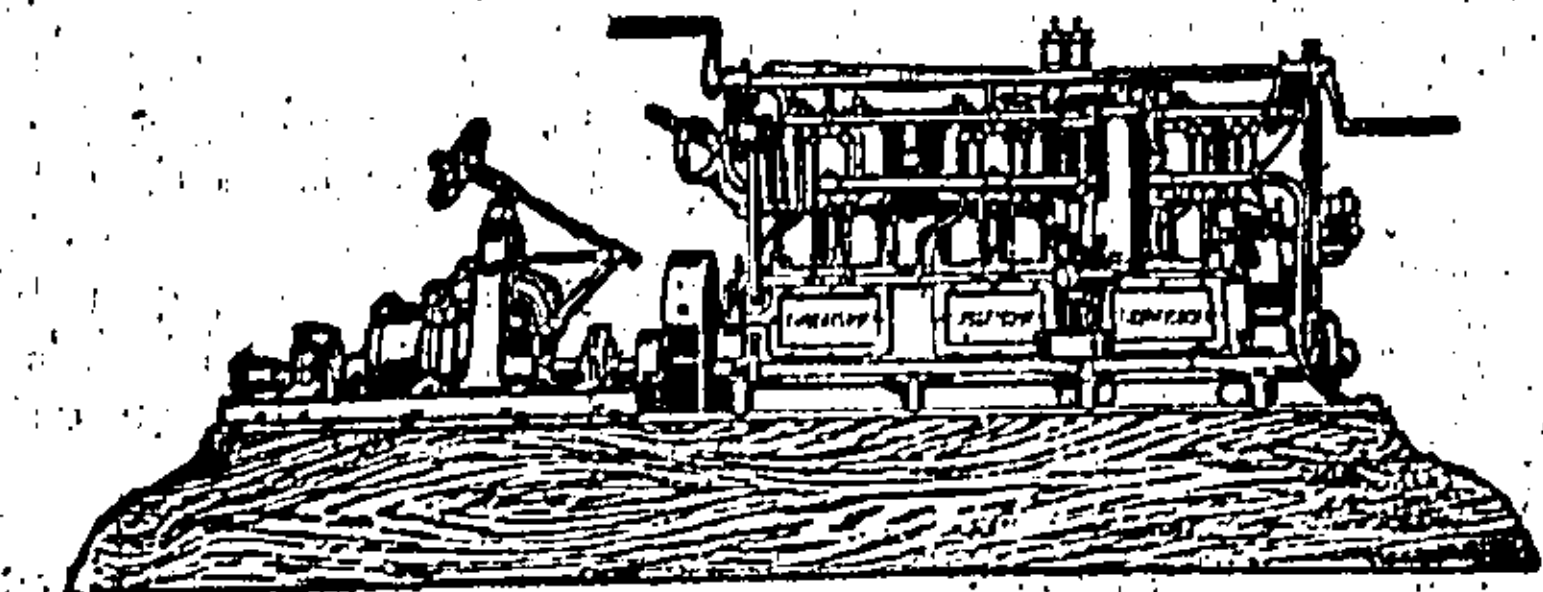
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & Antwerp via S'pore & Nubia	M'les, H're, H'burg & A'werp & Co. Belgravia	P. & O.	1, May
Havre, F'unkirk, Emden and Hamburg/Bremen	Gernis	N. D. L.	5. of May
M'selles via S'gon, S'pore, C'bo, Port Said	Paul Lecat	M. M. Co.	5, May
T'te, Rume V'ce, via S'pore etc.	Persia	S. W. Co.	6, May
M'les, L'don A'werp via S'pore etc.	Mishima	N. Y. K.	6, May
London, via Usual Ports of Call	Assaye	P. & O.	8, May
N'les, G'oa, A'ia, Lisbon S'ton, & Co. Buelow	M. & Co.	M. & Co.	13, May
Hamburg & Antwerp & Co.	Arabia	H. A. L.	14, May
Havre, Emden & Hamburg	Uckermark	H. A. L.	15, May
Trieste, via Singapore, Penang, Colombo, etc.	Bohemia	S. W. Co.	15, May
Marseilles, Antwerp, Rotterdam, Hamburg & Bremen	Sigmaringen	M. Co.	18, May
London, Rotterdam & Antwerp	Card'shire	J. M. Co.	18, May
Marseilles via Ports	Dumba	M. M.	19, May
Havre, D'kir, & Hamburg	Schwartzburg	H. A. L.	19, May
P'dam, Hamburg & Antwerp	Brigaviva	H. A. L.	22, May
London, Hull and Antwerp	Glenlogan	S. T. Co.	22, May
Havre, Bremen and Hamburg	Altmark	H. A. L.	1, June
Rotterdam, & Hamburg	Brasilia	H. A. L.	6, June
Havre, & Hamburg	Furst Bulow	H. A. L.	6, June
M'les, R'dm, H'burg & Bremen	Heigoland	M. Co.	M. of June
Marseilles, Rotterdam etc.	Altair	M. Co.	E. July

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, V'ver, S'tle, T. & P.	Glenloch	J. M. Co.	2, May
New York via Ports & Suez Canal	Indrasanva	J. M. Co.	3, May
San F'isco via S'hai & Japan & Co.	Korea	P. M. Co.	9, May
San F'isco via S'hai & Japan & Co.	Shinyo M.	T. K. K.	11, May
Vancouver, & Co.	E. of Russia	C. P. R.	13, May
V'toria, V'ver, S'tle & Portland	Sauibia	H. A. L.	13, May
V'toria, B.O., T'ma via Japan & Co.	Tacoma M.	O. S. K.	14, May
Seattle via Nagasaki et.	Minnesota	N. Y. K.	15, May
Boston and New York	Chalister	D. & Co.	15, May
San F'co via Manila & Japan & Co.	Ohio M.	T. K. K.	19, May
Victoria, V'ver, S'tle & P'land	C'shire	J. M. Co.	28, May
Vancouver, & Co.	E. of India	C. P. R.	28, May
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	1, July

AUSTRALIA.

Australia	Aldenharn	G. L. Co.	1, May
Australian Ports via Manila	Nikko M.	N. Y. K.	6, May
Australian Ports via Manila	P. Waldemar	M. & Co.	16, May
Australia	Empire	G. L. Co.	29, May
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May
Shanghai	Bohemia	S. W. Co.	1, May
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	1, May
Shanghai and Kobe via Shanghai	Nippon	S. W.	2, May
Manila, Manganin, Cebu & Iloilo	Zafiro	S. T. Co.	2, May
S'pore, Pang, R'gon & C'outta	Kirin M.	N. Y. K.	2, May
Manila	Yuensang	J. M. Co.	2, May
Shanghai, Kobe and Yokohama	Magellan	M. M. Co.	3, May
Shanghai, Kobe and Yokohama	F. Buelow	H. A. L.	3, May
Tamsui via Swatow & Amoy	Daigi Maru	O. S. K.	3, May
Shanghai & Tsingtau	Esang	J. M. Co.	5, May
Nagasaki, Kobe & Yokohama	Kumano M.	N. Y. K.	6, May
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	6, May
Pakhoi and Haiphong	Sungkiang	B. & S.	6, May
Kobe and Yokohama	Hitachi M.	N. Y. K.	7, May
Shanghai	India	P. & O.	7, May
Yokohama, Kobe and Moji	Fooksang	J. M. Co.	7, May
Shanghai, Kobe & Moji	G. Apear	D. S. Co.	8, May
Bombay via S'pore, Port S'ham, Penang & Colombo	Indo M.	O. S. K.	8, May
Moji Kobe and Yokohama	Riojun M.	D. & Co.	9, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May
Jesselton, Kudat and Sandakan	M. Co.	M. Co.	11, May
Kobe and Yokohama	Hakata M.	N. Y. K.	11, May
Singapore, Penang & Calcutta	Torilla	D. S. Co.	12, May
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May
Shanghai, Kbbe and Yokohama	Sambia	H. A. L.	21, May
Singapore, Batavia, Cheribon, etc.	Hokuto M.	D. & Co.	25, May
Kobe	Coblentz	M. Co.	26, May
Shanghai, Kobe and Yokohama	Friska	H. A. L.	29, May
Shanghai, Moji, Kobe & Y'hama	Navara	P. & O.	End May
Moji, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
B. tavia, Cheribon, Samarang, & Co.	Tilho'as	J. C. J. L.	Q. desp.
Japan	Tiljantap	J. C. J. L.	Q. desp.
Shanghai	Tikini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tipanga	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tijmah	J. C. J. L.	Q. desp.
Shanghai	Tijlwong	J. C. J. L.	Q. desp.

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VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Hoihow	Helene
Swatow	Aldenharn
Swatow	Haiyang
Swatow	Clara Jensen
Straits	Fongtong
Straits	Kutsang
Straits	Nubia

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Shanghai	Nubia

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 23rd inst. between 2 & 4 p.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on the 18th inst. between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF ASIA left Yokohama on the 24th inst. between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA arrived Yokohama on the 28th inst. at 3.30 a.m. left Yokohama on the 28th inst. at noon and is due to arrive at Kobe on the 29th inst. at 9 a.m.

AMERICAN MAIL.

The P. M. s.s. MANCHURIA arrived at San Francisco on the 22nd inst.

The P. M. s.s. SIBERIA sailed from Yokohama on the 25th inst. for Hongkong via Manila. The United States mail has been transferred to the Messageries Maritimes steamer PAUL LEOAT scheduled to arrive at this port on the 4th May.

The P. M. s.s. KOREA will be despatched from this port on the 9th May, at 1 p.m. for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Saitama, Yokohama and Honolulu.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this Port (via Queensland ports, Port Darwin and Manila) on the 7th inst. and may be expected to arrive here on or about the 2nd May.

MERCHANT STEAMERS.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port, via ports on the 28th March and is expected here on the 6th May.

The Mogul Line s.s. MONTROSE left United Kingdom for Hongkong via Straits on the 23rd inst. and is expected to arrive here on or about the 7th May.

The I. C. S. N. s.s. FOOKSANG from Calcutta is due at Hongkong on the 5th May.

The I. C. S. N. s.s. ESANG from Shanghai is due at Hongkong on the 1st May.

The S. L. s.s. DENBIGHSHIRE passed the Canal on the 14th inst. and is due at Hongkong on the 10th May.

The S. L. s.s. CARDIGANSHIRE from Seattle is due at Hongkong on the 9th May.

The I. L. s.s. INDORASAMHA from San Francisco is due at Hongkong on the 4th May.

The Swedish East Asiatic Co.'s s.s. CANTON left Portland on the 9th inst. and is expected to arrive here on or about the 3rd May.

The s.s. GAIPOAR sailed from Calcutta on the 15th inst. and may be expected here on or about the 3rd May.

The H. A. L. s.s. FURST BULOW left Singapore on the 25th inst. a.m. and may be expected here on or about the 30th inst. p.m.

The s.s. GLENLOCHY left Singapore on the 25th inst. and is due here on the 30th inst. p.m.

The P. & O. s.s. NOVARA left Singapore for this Port on the 25th inst. at 2.30 p.m. and is due here on the 30th inst. at about 4 p.m.

The s.s. GAIPOAR from Calcutta left Singapore on yesterday and may be expected here on or about the 1st May.

The s.s. BORNEO left Sandakan on the 26th inst., afternoon and may be expected here on or about the 3rd May, a.m.

The N. D. L. s.s. Freight Steamer s.s. HELGOLAND left Singapore on the 27th inst. and may be expected here on or about the 3rd May, at 1 p.m.

The Mogul Line s.s. MONTROSE from United Kingdom left Singapore yesterday, and is therefore due here on or about the 3rd May.

The s.s. JAPAN sailed from Calcutta on the 23rd inst. and may be expected here on or about the 11th May.

VESSELS IN PORT.

Steamers.

Canada Maru, Jap. s.s. 3,138, H. Yama, 1st. 18th inst. — Shanghai, 15th inst. — Gen. — O. S. K.

Tungshing, Br. s.s. 1,170, L. Musaly, 20th inst. — Pakhoi, 19th inst. — Rice — J. M. & Co.

Persia, I. s.s. 2,744, J. Hill, 21st inst. — San Francisco, 20th ult. Gen. — R. O. M.

Tijlaroom, Dut. s.s. J. N. Bonin, 21st inst. — Batavia, 13th inst. Gen. — J. C. J. L.

Kamor, N. s.s. 949, Talok, 24th inst. — Saigon, 19th inst. — Rice — J. C. J. L.

E. of Jap. Br. s.s. 3,039, W. D. Hopcraft, 25th inst. — Shanghai, 23rd inst. Gen. — C. P. R.

Keong-Wan, Gen. s.s. 1,515, R. Peterson, 24th inst. — Bangkok, Rice, and Timber — B. and S.

Pangtung, Ger. s.s. 1,631, W. Botofski, 24th inst. — Bangkok, Rice — M. & Co.

Anbul, Br. s.s. 1,355, J. B. Harris, 27th inst. — Shanghai, 23rd inst. Gen. — B. & S.

Bechnana, Br. s.s. 1,128, Bulkley, 27th inst. — Manoran, Coal — D. & Co.

Fernley, Br. s.s. 2,364, Appleton, 27th inst. — Cebu, 21st inst. — Coal — E. M. & Co.

Hulchow, Fr. s.s. 1,216, M. Shau, 27th inst. — Seonken, 20th inst. Gen. — B. & S.

Kutsang, Br. s.s. 3,116, R. C. D. Bradley, 26th inst. — Moji, 21st inst. Coal & Gen. — J. M. & Co.

Kwang Lee, Chi. s.s. 1,468, Mao Arthur, 25th inst. — Shanghai, 24th inst. Gen. — O. M. S. N. Co.

Loksang, Br. s.s. 979, Richter, 26th inst. — Shanghai, 22nd inst. Gen. — J. M. & Co.

Aldenharn, Br. s.s. 2,410, G. L. Smith, 28th inst. — Kobe, 22nd inst. Gen. — G. L. & Co.

Devawongs, Br. s.s. 1,047, Shearer, 28th inst. — Saigon, 24th inst. — Rice — A. Bume.

Kiang Ping, Chi. s.s. 1,212, A. Udden, 27th inst. — Chinkiang, 21st inst. Gen. — Chinese.

L. Scheff, Ger. s.s. 1,012, A. Struve, 27th inst. — Saigon, 23rd inst. — Rice — B. & Co.

P. Allee, Ger. s.s. 6,629, Y. Bortfeldt, 27th inst. — Yokohama, 18th inst. Gen. — M. & Co.

Yochow, Br. s.s. 1,206, A. J. Speed, 27th inst. — Saigon, 22nd inst. — Rice — B. & S.

Yuonsang, Br. s.s. 1,120, Rolfe, 28th inst. — Manila, 25th inst. Gen. — J. M. & Co.

Daigi Maru, Jap. s.s. 847, S. Takushigo, 29th inst. — Tamsui, 26th inst. Gen. — O. S. K.

Haiyang, Br. s.s. 1,362, A. E. Hodgins, 29th inst. — Swatow, 28th inst. Gen. — D. L. & Co.

Korea, Am. s.s. 5,651, A. W. Nelson, 28th inst. — San Francisco, 4th inst. Gen. — P. M. & Co.

Petchabine, Ger. s.s. 1,737, G. Gosewisch, 28th inst. — Bangkok, 29th inst. — Rice — B. & S.

Suruga, Br. s.s. 2,727, G. H. Chamberlain, 28th inst. — New York, 3rd Mar. C. so Oil & General — D. & Co.

Zafiro, Am. s.s. P. S. McMurray, 29th inst. — Manila, Gen. — S. T. & Co.

Yarmouth, British Cruiser, 5,250, H. L. Cochran, 28th April — Colombo.

LOG BOOK.

(Continued from Page 6)

well above the waterline; on the same deck are the bar and the smoking room with a tile picture representing "Abel Tasman landing in Australia." A broad staircase descends to the hall and to the dining room, which has small restaurant tables only, seating two, four and six each.

The cabin, first and second, are all amidships. There are no inside cabins. All first-class berths are on the same elevation, doing away with upper and lower berths. Each cabin has a roomy almshouse with full length mirror, the usual nets and hooks, a folding table and settee, electric lights, fan and bell. The bath-rooms are comfortable and have a freshwater shower. The steamers carry doctor, purser, stewards and stewardesses, and have a bakery and a confectionery under European management. The cold storage measures 4,000 cubic feet. Both steamers are fitted with wireless telegraph installation and sufficient boats under Wellin davits.

The Tasman will leave Batavia for Australia on May 13, when the Melchior Treub will be ready to take up again her regular sailings between Java and the Straits. The Tasman and the Houtman are by far the finest ships running between Australia and this part of the world, and the connection from Singapore can be made at Batavia with every comfort by the Melchior Treub or the Rumphius.

Ship's Cleaning Appliance.

A demonstration was given at the West India Export Dock, the other day, in the presence of a number of representatives of foreign Governments and others interested in shipping, of a method by which ships can have their hulls cleaned without the necessity for going into dry dock.

The appliance, which is of Australian origin and is owned by the Submarine Motor Ship Cleaner Company, consists essentially of a cylindrical brush driven by a submersible motor, the whole being suspended in the water by means of a winch from the deck of a barge. The brush is 5 ft. long by 12 in. in diameter, with 2 1/2 in. bristles, and revolves 150 or 170 times a minute; it is kept in contact with the hull of the vessel under treatment by a screw propeller placed at the back of the frame on which it is carried, the same motor driving both the brush and the propeller. The electric energy is generated by a 28 h.p. petrol engine and dynamo carried on the barge.

The appliance is lowered from the surface of the water to such a depth as the draught may require at any speed from 35 to 70 ft. a minute, the most suitable speed being 45 ft. a minute, and then drawn up again, both the brush and the propeller being at work all the time. In this way a vertical strip of the vessel's hull, 5 ft. wide, is cleaned, and then the barge is moved a distance of 4 ft. and the operation repeated, ample margin being thus provided to ensure the overlapping of adjacent strips. The time required to clean a vessel 400 ft. in length and of average draught is stated to be about seven hours.

To Sail

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s.s. "Chalister" } on or about May, 15.

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Agents

Hongkong 15th Apr. 1914. 197

WING KEE & CO.

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SHIP CHANDLERS

PROVISION & COAL

MERCHANTS.

TIDE TABLE.

27th Apr. to 3rd May, 1914.

	High Water	Low Water	High Water	Low Water
	Hongkong	Hongkong	Hongkong	Hongkong
Mon. 27	5 50	1 30	6 50	2 30
Tues. 28	6 40	2 20	7 40	3 20
Wed. 29	7 30	3 10	8 30	4 10
Thurs. 30	8 20	4 00	9 20	5 00
Fri. 1	9 10	4 50	10 10	5 50
Sat. 2	10 00	5 40	11 00	6 40
Sun. 3	10 50	6 30	11 50	7 30

m morning. a afternoon.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

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EXPORTERS AND DEALERS.

(Continued from Page 5)

future business in the same way as has been done during the past year with regard to Wood Oil.

We should also like to see our Canton friends forming a like Association to ours or having a special subsection of their Chamber of Commerce to deal with the export trade as we think this would help the interests of the export trade of South China.

I am glad to say that the hope I expressed on our last annual meeting, that at the end of 1913 we should have been able to pay all our initial expenses has been realised.

I now take pleasure in proposing the adoption of the reports and accounts as presented.

Mr. J. Owen Hughes seconded and said.

I have been asked to second the adoption of the report and accounts as presented, and it gives me great pleasure to do so, and I would like to take this opportunity to congratulate the Chairman, Committee and Secretary on the excellent work accomplished during the year.

The report is most interesting reading, and shows that a vast amount of work, and careful thought has been given to the affairs of this Association, by the General Committee. They have made our existence known throughout the Far East as well as to the principal commercial centres of the world and it cannot be doubted that with the same care given by future committees, as has been given by these gentlemen, the Association will eventually be of incalculable benefit to its members.

The work done in connection with the export of Wood Oil alone, fully justifies the existence of our Association, and the Committee are to be congratulated on the fact that mainly through their efforts, a recognised standard test for this Oil has now been arrived at—and particularly that this test can be made, by Government Analysts of Hongkong at a small cost.

I fully endorse our Chairman's remarks that our thanks are due to Mr. Browne for his help in this connection, and would go further and say that merchant firms who have occasionally to consult an expert analyst, are exceedingly fortunate in having such a courteous and obliging official as Mr. Frank Browne to go to.

It is highly gratifying to know that Government recognises the merits of this Colony as an important exporting centre by extending its Laboratories for commercial work, and I hope the time is not far off when this Association will be able to arrive at an acceptable standard for all such produce as are exported from this port and that we shall be able to obtain the "Hall Mark" of the Government on such goods, and so reduce, if not put an end to, the abnormal claims that have now to be faced.

In our present Governor Sir Henry May we have one who will, I am sure, render this Association his assistance and support.

It must be obvious that individual action alone will avail nothing with such a strong organisation as the London Produce Association and their action in the matter of that vague expression "inferiority of quality" is much to be regretted,—we must all appreciate the endeavour made by our Committee as well as by our neighbouring Associations in this matter. To my mind the inclusion of one merchant on an Arbitration is not only a reasonable, but a very modest request to make.

An Arbitration Committee to consist of Brokers only renders the work (to say the least) a difficult one; when it has to be borne in mind that the duties of Arbitrators is to judge the case on its merits—and that they should not at any time be regarded as Advocates for either side.

The action of the London Produce Association, should prove an object lesson to those Exporters and dealers (both Foreign as well as Chinese) who have not yet joined this Association, and serve to bring home to them the undoubted fact that in unity is strength,—and that without unity

on the part of the Exporters on this side it can be never hoped or expected that such an old and strong combination as the London Produce Association and other equally strong organisations in Europe and America to give any consideration to representation made to them and certainly not by individuals but the time will assuredly come when these home organizations, strong though they may be will be ready to give heed to reasonable requests made to them by the export Associations of China, and I hope our Committee will ever have before them the importance of co-operation with similar Associations in this part of the world.

With regard to Cassia Oil we feel satisfied our Committee have done all in their power, and now that we know from reliable Chinese sources as well as from the Government Analyst that it is impossible to obtain this oil in South China without traces of resin, he who would accept this condition laid down by the L. P. A. will have only himself to blame when he has to face the claims.

If the reports made to the Association are true (and I have no reason for doubting them) in regard to essential oil Cassia &c. It is a serious indictment, and the sooner those engaged in the collection, and preparation of these commodities for export, are warned to mend their ways and deal honestly with their buyers the better it will be for them, and to the credit of their country.

It is necessary that those who are engaged in the export of raw materials to the manufacturing centres of the world should fully realise the great advance that has taken place in Hygiene and Science generally during the last decade, and that new stringent Food and Anti-adulteration Laws are being passed to protect the people's health, and that old methods of production such as have been in vogue in China for centuries will no longer be tolerated. Modern science requires only the best which can be produced, or that can be prepared—be it animal vegetable or mineral—and that there is but little satisfaction, or profit to either seller or buyer of adulterated, or badly prepared produce.

I hope this Association will ever consider it as part of its duties to always impress these important facts on the producers. It is also very necessary they should be made to realise that during comparatively recent years enormous territories have been opened up in Africa, America and elsewhere, where those commodities which formerly were considered as China's own—can, and are being produced under modern conditions thus obtaining from the manufacturers a standard of their own,—which in many cases are much higher than that placed on the produce of this Country and I need only refer to Tea and Silk, in the production of which China stood pre-eminent but comparatively a few years ago.

I trust the Chinese dealers will soon realise and appreciate that the object of their Association is for the mutual benefit of all those engaged in the Export trade,—and that as our Chairman has stated we hope they will join hands with us.

The report and accounts were adopted. The following were elected on the Committee, on the motion of Mr. Payson, seconded by Mr. Miskin: Messrs. J. Bevington, (Chairman), G. A. Bena, W. A. Hannibal, J. Helms, W. Humphreys, U. Rumjahn, W. Siegler, A. Winter, Un Kam Wa, E. Zeller.

The election of the following new members was confirmed: Messrs. Blackhead and Co., Botelho Bros, Fook Cheong Lee and Co., D. Sesson and Co., Ltd., E. D. Sesson and Co., G. Martini, H. M. H. Nemazee, and E. Pabany.

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A. BUNE.

POST OFFICE.

On and after May 1st the New Sai Ying Pun Branch Post Office, situated in the Sanitary Department office Pokfulam Road, will be opened for the transaction of business via sale of stamps, registration etc.

The office hours will be, weekdays—7 a.m. to 7 p.m.; Sundays and Holidays 8 to 9 a.m. and 6 to 7 p.m. The University Branch Post Office will cease to do business on May 1st.

Chinese registered correspondence will not be delivered on a signature only. The Chop of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

The Nubla with the Mail from London (via Siberia) of Saturday the 11th inst. is due to arrive here on Friday the 1st May. The Paul Lecat, with the American Mail, ex Siberia, is scheduled to arrive here on Monday, the 4th May.

MAILS DUE.

Siberian, Nubla, 1st May.
American, P. Lecat, 4th May.

MAILS VIA SIBERIA.

Left London April 11. Due Shanghai April 27.

MAILS CLOSE TO-DAY.

Shanghai, & North China (Europe via Siberia) — Per BOHEMIA, 30th inst. 5 p.m.

To make connection with the Dalny steamer leaving Shanghai on Monday the 4th May, at 9 a.m.
Fort Bayard — Per OHONGVA, 30th inst. 5 p.m.
Formosa via Keelung — KINA, 30th inst. 5 p.m.

TO-MORROW.

Holbow, Quinhon & Touron — Per HELENE, 1st May, 8 p.m.
Bangkok — Per SAMSEN, 1st May 8 a.m.
Holbow — KONGWAI, 1st May 8 a.m.

Australia, Tasmania and New Zealand via Port Darwin — Per ALDENHAM, 1st May, 9 a.m.
Straits, Burmah, India via Calcutta — Per KIRIN MARU, 1st May 9 a.m.
Amoy — Per L. SCHIEFF, 1st May 10 a.m.
Swatow, Amoy and Fookchow — Per HAI-YANG, 1st May 10 a.m.
Swatow, Wei-hai-wei, Chefoo & Tientsin — Per HUIHONG, 1st May 11 a.m.
Swatow — Per PONGTONG, 1st May 11 a.m.
Swatow and Bangkok — Per C. JEBSEN, 1st May, 11 a.m.
Straits & India via Calcutta — Per KUT-SANG, 1st May, 1 p.m.
Straits & Ceylon — Per NUBIA, 1st May, 4 p.m.
Shanghai, & North China Japan via Kobe — Per FURST BULOW, 1st May, 5 p.m.

SATURDAY, 2nd May.

Holbow & Bangkok — Per MACHEW, 2nd May 8 a.m.
Shanghai North China and Japan via Yokohama — Per NIPPON MARU, 2nd May, 8 a.m.
Philippine Islands — Per YUENSANG, 2nd May 1 p.m.
Philippine Islands — Per ZAFIRO, 2nd May, 2 p.m.
Shanghai, and North China (Europe via Siberia) — Per KANCHOW, 2nd May, 5 p.m.
To make connection with the Talpu train leaving Shanghai on Thursday the 7th May
Shanghai, & North China — Per LOK-SANG, 2nd May 5 p.m.

SUNDAY, 3rd May.

Swatow — Per HAIMUN, 3rd May 8 a.m.
Swatow, Amoy & Fookchow via Tamul — Per DAIGI MARU, 3rd May 9 a.m.

MONDAY, 4th May.

Straits, Ceylon India via Bombay — Per PERISA, 4th May, 4 p.m.
Shanghai & North China — Per ESANG, 4th May, 5 p.m.

TUESDAY, 5th May.

Swatow, Amoy and Fookchow — Per HAI-CHING, 5th May, 10 a.m.
Saloon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. — Per P. LECAI, 5th May, 11 a.m.
Formosa via Keelung, Shanghai, N. China, Japan via Moli Victoria B. C. & Seattle Wash. — TAMBA MARU, 5th May, 3 p.m.
Shanghai & North China — Per LIANG-CHOW, 5th May 3 p.m.
Philippine Islands — Per CHINHUA, 5th May 3 p.m.
Japan via Nagasaki — Per KUMANO MARU, 5th May 4 p.m.

WEDNESDAY, 6th May.

Straits & Ceylon — Per MISHIMA M., 6th May, 9 a.m.
Fakhol & Halphong — Per SUNGLIANG, 6th May, 9 a.m.
Swatow — Per HAIMUN, 6th May, 10 a.m.
Philippine Islands, Australia, Tasmania & New Zealand via Thursday Is. — Per NIKKO MARU, 6th May 11 a.m.
Straits & India via Calcutta — Per LOYAT, 6th May, 1 p.m.
Shanghai, North China & Japan via Kobe — Per G. APCAR, 6th May, 2 p.m.
Japan via Yokohama — Per FOKKANG, 6th May, 5 p.m.
Shanghai & North China — Per KWONG-SANG, 6th May, 5 p.m.

THURSDAY, 7th May.

Shanghai & North China — Per LU-CHOW, 7th May 5 p.m.
Friday, 8th May.
Swatow, Amoy and Fookchow — Per HAI-TAN, 8th May, 10 a.m.

SHIPPING NEWS.

ARRIVED.

Furst Bulow, Ger. s.s. 8,000, F. Jager, 30th April — Singapore, 25th April.
Gen. — H. A. L.
Kanchow, Br. s.s. 1,222, H. E. Lever, 30th April — Shanghai, April 26th Gen. — B. & S.
Kenkon Maru, Jap. s.s. 2,001, Kaneko, 30th inst. — Ohing-wan-tao, 23rd inst. Gen. — M. B. K.
Kira Maru, Jap. s.s. 2,356, M. Nakamura, 30th April — Moli, Common — N. Y. K.
Lutzow, Ger. s.s. 4,115, H. T. Textor, 29th inst. — Bremen, 19th March, Gen. — M. and Co.
Nippon, Aus. s.s. 4,013, M. Frankrich, 30th inst. — Singapore, 24th inst. Gen. — A. L.
Novara, Br. s.s. 4,249, Hetherington, 30th inst. — London, 21st Mar., Gen. — P. & O. Co.
Solun, Norw. 865, D. Hoebrander, 29th April — Bangkok, 22nd April, Rice — T. and Co.

DEPARTED.

April 30.

Misumi Maru for Hongkong
Haitan for Fookchow via Swatow
Thompson for Saigon
Belgavia for Hamburg via Manila
Haimun for Swatow
Hongkong for Halphong via Hoihow
Haidia for Batavia via Bangkok
Tahalo Maru for Newchwang
Glanogle for Rangoon via Amoy
Talyun for Melbourne via Manila
Sobu Maru for Anping via Swatow

CLEARANCES AT THE HARBOUR OFFICE.

April 29.

E. of Japan Vancouver via Shanghai
Johane for Halphong
Tung Shing for Saigon

April 30.

Lutzow for Yokohama via Shanghai
Anhui for Shanghai
Kira Maru for Calcutta via Singapore
Helene for Tourane via Hoihow
Furst Bulow for Yokohama via Shanghai
Keongwai for Singapore via Hoihow
Kina for Yokohama via Keelung
Kanchow for Canton

PASSENGERS ARRIVED.

Per s.s. Kanchow from Shanghai on the 30th April — E. A. Young, T. D. W. Bannister.
Per s.s. Novara from London on the 30th inst. — J. Elliott, Mr. Leeman, Mrs. Henderson, Capt. Cox, Miss Humphreys, R. G. McKean, Miss O'Swan, Sif. Sgt. Major Campbell, A. C. Vincent, P. H. Trudall, Asst. Pym Strong, Lieut. P. V. Kilgour.

SHIPS PASSED THE CANAL.

London, 17th April.
Arrivals from China — Ellen Rickmers
Eroll, Hiran Maru, Kleist, Tydous, Gloufing.
The following vessels have passed the Canal — Australian, E. F. Ferdinand, Machon, Spezia.
London, 21st April.
Arrivals from China — Australian.
The following vessels have passed the Canal — Benlaur, Keeman, Molnau, Ningchow, Sibthorn, Indragas, Katari, Seragambla, Nelt.

London, 24th April.
Arrivals from China — Eumaeus, Nippon, Suevin, Vorwaria, Bermuda.
The following vessels have passed the Canal — Benlaur, Benvenue, Den of Airle, Polynesian, P. E. Friedrich, P. Ludwig.
London, 28th April.
Arrivals from China — Kassina.
The following vessels have passed the Canal — Ambria, Benvenue, Den of Airle, Seragambla, Nelt.

Oysters, Fresh, Fried or Stewed
Finton Haddock, Kippers &c.,
ALEXANDRA CAFE.

WEATHER REPORT.

On the 30th at 11.05.—The anticyclone has strengthened and is now central over central Japan.
The depression over Indo-China has partially filled up.
Pressure is nearly stationary over S.E. China. It has increased slightly over the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood.	S.E. winds, moderate; cloudy.
2 Formosa Channel.	N.E. to variable winds, moderate.
3 South coast of China between H.K. and Lamook.	Light or variable winds.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register.

30th, April, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	D'fion.	Force.	Weather.
W'ootook	7a	29.94	44	ssw	3	0	
Namuro	6a	30.03		nw	6		
Hakodate		30.13		e	1		
Tokio		30.29		e	0		
Kochi		30.31		se	1		
Nagasaki		30.11		se	1		
K'aima		30.13		se	1		
Oshima		30.04		se	1		
Naha		29.99		e	1		
Ishijima		29.97		e	1		
Bonin Is.		30.10		ne	1		
Chefoo		30.04	54	ssw	1	cm	
W'haiwei							
Shanghai							
Changsha		29.97	58	ese	1	cm	
Guttsiaf		29.98	57	se	4	cm	
Sharp P.	7a	29.97	67	se	1	0	
Amoy	6a	29.99	71	se	1	0	
Swatow							
Taihuu	5a	29.97		0			
Taihuu		29.95		0			
Tainan		29.97		ne	2		
Koahun		29.95		n	2		
P'ores		29.95		n	2		
Canton	6a	29.90	71	se	1	0	
H'kong	6a	29.93	74	se	2	0	
Gap Rock		29.91		e	3	0	
Macao		29.91	75	ene	1	ct	
Wuchow	9a						
Fakhol							
Holhow	6a	29.85	77	ssw	5	0	
Tourane		29.85	77	ssw	4	0	
C. St. J.		29.86	79	ese	2	0	
Aparr		29.91	75	ese	1	0	
Manilla		29.91	81	ne	1	b	
Legaspi		29.91	81	ne	1	b	
D'lo	9a	29.85	85	ne	1	b	
Macool							
Cebu		29.85	86	e	2	b	
Labuan		22.88	85				

T. F. Claxton, Director.

Hongkong, Observatory, Apr. 30th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort Scale.
State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.
0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
Barometer	29.90	29.90	29.90
Temperature	78	72	73
Humidity	78	90	88
Wind Direction	E	E	E
Force	3	4	5
Weather	0	0	od
Rain	0.0	0.0	0.0
Highest open air temperature on the 24th	80		
Lowest	71		

H.K. Observatory, 29th Apr.

T. F. CLAXTON, Director.

Mail Steamers

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Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, & Marseilles	Nubla Capt. F. J. Fox	5 p.m. 1st May.	Freight & Passage
LONDON, via Usual Ports of Call	Assaye Capt. G. J. Coldwell R.N.R.	noon 9th May.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO	Novara Capt. H. R. Hetherington R.N.R.	noon 1st May.	Freight & Passage
SHANGHAI	India Capt. C. C. Talbot R.N.R.	about 7th May.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.
For Freight or Passage, apply to

P. & O. S. N. Co.'s office,
Hongkong, 29th Apr. 1914

E. A. Hewett,
Superintendent.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For Steamers. To sail on

NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, A'WERP & H'BURG	Bulow Capt. C. Nahrath	16,900	WEDNES, 13th May, 10 a.m.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	Lutzow Capt. H. Textor	17,300	THURS, 30th April, 5 p.m.
MANILA, MARONNE, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	Prinz Waldemar Capt. O. Jurany	6,100	SATUR, 16th May, 9 a.m.
KOBE	Coblentz Capt. H. Schmitt	6,750	About TUESDAY, 26th May, MONDAY, 11th May, 9 a.m.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler		

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG.

OUTWARD.			
	About		About
Helgoland	2nd May.	Altair	25th May.
Borkum	21st May.	Durendart	8th June.

HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: Bremen/Hamburg: Beginning of July.

For Havre, Emden and Bremen/Hamburg: Bremen: End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 30th Apr. 1914.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

For Steamers

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MARSEILLE via PORTS